

ASRS Database Report Set

Commuter and GA Icing Incidents

Report Set Description.....A sampling of aircraft icing encounter reports from GA and Commuter flight crews.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....34

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

ACN: 397150

Time

Date : 199803

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HUT

State Reference : KS

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 3500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : ICT

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Instruction : Instructor

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 49

Experience.Flight Time.Type : 700

ASRS Report : 397150

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Exited Adverse Environment

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

DEPARTED WICHITA ON LCL IFR CLNC TO HUTCHISON TO COMPLETE AN INST COMPETENCY CHK WITH MY STUDENT. APPROX XX00 LCL TIME. CHKD WX WITH FSS APPROX XX00 LCL AND THEY SAID THAT THERE WERE NO RPTS, OR FORECAST OF ICE IN THE ICT/HUT AREA. FLEW TO HUT AT 3500 FT OR 4000 FT? WITH NO ICE BEING OBSERVED, BUT THERE WAS A LOT OF MOISTURE IN THE CLOUDS. WE HAD INITIALLY PLANNED TO JOIN THE ARC FOR VOR 3 APCH, BUT HUT DME WAS INTERMITTENT. WE REQUESTED DIRECT TO THE HUT VOR WITH ONE COMPLETE TURN IN HOLDING, THEN THE VOR 3 APCH. WHILE IN THE CLOUDS THE LNDG LIGHT WAS LEFT ON TO BETTER DETECT ICE ON THE WINDSHIELD IF IT SHOULD OCCUR, AND I WOULD VISUALLY INSPECT THE WINGS EVERY FEW MINS. MY STUDENT WAS WEARING A HOOD, SINCE WE OCCASIONALLY WOULD BE ON TOP BTWN LAYERS. REACHING HUT VOR WE ENTERED THE HOLD. JUST PRIOR TO ENTERING THE HOLD, I CHKD FOR ICE, AND THERE WAS NONE. (3500 FT.) AFTER THE ENTRY, AND HALFWAY ROUND THE FIRST FULL HOLDING PATTERN I NOTICED THAT THE AIRSPD WAS SLOWING AND THE STUDENT WAS GRADUALLY ADDING MORE PWR. I IMMEDIATELY ASKED FOR LOWER AND WAS ASSIGNED 3000 FT. INBOUND IN THE HOLD, JUST PRIOR TO REACHING THE VOR, APCH ADVISED US THAT A CITATION WAS INBOUND ON ANOTHER APCH. THEY THEN ASKED US WHETHER WE WERE ABLE TO DO ONE MORE TURN IN HOLDING. UNSURE WHETHER ICE WAS STILL ACCUMULATING, MY STUDENT AND I DECIDED THAT WE WOULD NOT BE ABLE TO DO SO. WE INFORMED APCH THAT WE WERE INBOUND ON THE APCH, AND THAT WE WERE DECLARING AN EMER. OUR INTENT WAS TO GET OUT OF ICING CONDITIONS AS SOON AS POSSIBLE. PASSING THROUGH ABOUT 2500 FT WE NOTICED THAT WE WERE ABOVE FREEZING AGAIN AND THAT THE ICE WAS DEFINITELY SHEDDING. THE CITATION FIGURED OUT WHAT WAS GOING ON, AND CANCELED HIS IFR AS SOON AS HE WAS VISUAL. CEILINGS WERE ABOUT 900 FT. BY THE TIME WE LANDED MOST OF THE ICE HAD SHED. AFTER RETURNING TO WICHITA, LATER THAT EVENING, WE WERE ASKED TO CALL THE CTL TWR. THE CTLR SAID THAT WE HAD PUT HER IN A VERY DIFFICULT SPOT, AND SHE WOULD APPRECIATE MORE ADVANCED NOTICE WHEN UNABLE TO REMAIN IN A HOLD DUE TO ICING. FROM COMMON KNOWLEDGE I DID NOT TRY TO 'ARGUE' WITH HER BUT SAID THAT I APOLOGIZED FOR THE OCCURRENCE AND WOULD TRY TO BE MORE ACCOMMODATING IN THE FUTURE. I STILL THINK THAT WE DID THE RIGHT THING BY CONTINUING THE APCH. ANYTIME ANY AIRPLANE THAT DOES NOT HAVE DEICE/ANTI-ICE PROTECTION STARTS TO ACCUMULATE ICE, PRIORITY ONE IS TO LEAVE THE ICING ENVIRONMENT. THE ICE WE ENCOUNTERED BUILT SO RAPIDLY THAT WE WERE UNABLE TO CLB, AND THE ONLY OTHER OPTION WAS TO CONTINUE THE APCH.

Synopsis :

INSTRUCTOR PLT DECLARES AN EMER AFTER THE C172 WAS ICING UP IN A HOLDING PATTERN FOR AN INST APCH. THE ICING CAUSED THE ACFT'S SPD TO DETERIORATE AND MORE PWR WAS BEING APPLIED TO HOLD ALT. THE ICE CAME OFF AS THE ACFT DSNDED ON THE APCH.

Time

Date : 199803

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CDW

State Reference : NJ

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90

Make Model : Golden Eagle 421

Component / 1

Aircraft Component : Aerofoil Ice System

Aircraft Reference : X

Problem : Design Deficiency

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1497

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Type : 202

ASRS Report : 397209

Person / 2

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Consequence.Other : Emotional Trauma

Narrative :

ON AN IFR FLT PLAN FROM RDU TO CDW. ON TOP AT FL190 FOR MOST OF FLT. FLYING THE YARDLEY 2 ARR (ARD.ARD2) INTO CDW. AIRPLANE IS CERTIFIED FOR FLT INTO KNOWN ICING. ALL SYS WERE OPERABLE. PRIOR TO CLOUD PENETRATION, FOLLOWING DSCNT INSTRUCTIONS FROM ATC, ALL DEICE SYS ENGAGED. THIS INCLUDED PITOT HEAT #1 AND #2, STALL/WARNING HEAT, PROP DEICE AND ELECTRIC GLASS WINDSHIELD ON LOW. LIGHT RIME/MIXED ICING ON DSCNT. AFTER ARD VOR, ISSUED RADAR VECTORS AND 3000 FT ALT BY NEW YORK APCH, RADAR VECTORS FOR THE LOC RWY 22 APCH INTO CDW. 15-20 NM W OF THE ARPT, BEGAN SLOWING THE AIRPLANE IN PREPARATION FOR THE APCH. CONTINUED CHKING LEADING EDGES OF WINGS AND SPINNERS -- NO SIGNIFICANT ACCUMULATION NOTED. THE PROC FOR WING AND TAIL DEICING IS TO WAIT UNTIL THERE IS AT LEAST 1/4 INCH OF ICE BEFORE INFLATING THE BOOTS. EARLIER APPLICATION OF THE BOOTS COULD JUST LIFT A THIN LAYER OF ICE UPON WHICH MORE ICE MIGHT FORM RENDERING THE BOOTS INEFFECTIVE. LEVEL AT 3000 FT AT ABOUT 140 KIAS AND NOW 14.5 NM W OF CDW, THE AIRPLANE BEGAN TO BUFFET, ELEVATOR RESPONSE BECAME MUSHY AND IT APPEARED THE AIRPLANE WAS READY TO STALL. WHILE REACHING TO ADD MORE PWR, THE AIRPLANE NOSED OVER AND BEGAN A L TURN. I WENT WITH TURN, TRADING ALT FOR AIRSPD WHILE BRINGING THE PROPS AND MANIFOLD PRESSURE EACH TO THE TOP OF THE GREEN ARC AND CYCLING THE BOOTS. THE AIRPLANE FELT AS IF IT WERE OPERATING AT THE EDGE OF A STALL. AT THIS TIME I DECLARED AN EMER WITH NEW YORK APCH CTL. NEW YORK APCH ASKED ME WHAT I WANTED TO DO, DID I WANT TO CLB. I DID NOT WANT TO PUT THE AIRPLANE INTO ANY CONFIG WHICH WOULD RESULT IN SLOWER AIRSPD BECAUSE I ASSUMED THE AIRPLANE MUST HAVE BEEN CARRYING MORE ICE THAN I WAS AWARE OF, OR THERE WAS ANOTHER PROB WITH THE TAIL. I WANTED TO DO EVERYTHING I COULD TO AVOID ANOTHER EXCURSION. WITH THE INCREASED PWR AND RESULTANT AIRSPD AND CYCLING OF THE BOOTS, I GOT THE AIRPLANE STABILIZED ON A WBOUND HDG (TOTAL OF ABOUT A 180 DEG TURN) AND WAS ABLE TO MAINTAIN 3000 FT. NEW YORK APCH SAID ANY ALT BTWN 3000-4000 FT WOULD BE FINE. I CLB'D TO 3500 FT. SINCE WE WERE 8 MI FROM MMU ARPT, WHICH HAS AN ILS APCH, I REQUESTED VECTORS FOR THE ILS RWY 23 APCH AT MMU. MY REASONING WAS THAT THERE WERE LESS TURNS INVOLVED, LOWER APCH MINIMUMS (200 FT VERSUS 347 FT) AND A LONGER RWY (5999 FT VERSUS 4553 FT). NEW YORK APCH PROVIDED VECTORS FOR THE ILS RWY 23 APCH AT MMU AND I ELECTED TO LAND STRAIGHT-IN ALTHOUGH THE WINDS WERE FAVORING RWY 5. I FELT COMFORTABLE WITH TAILWIND GIVEN THE RWY LENGTH AND WANTED TO AVOID TURNS WHICH WOULD BE ASSOCIATED WITH CIRCLE-TO-LAND PROCS, OR THE ADDITIONAL FLYING TIME AND HIGHER MINIMUMS ASSOCIATED WITH THE NDB APCH TO RWY 5. NEW YORK APCH INFORMED ME THAT A BARON HAD JUST LANDED AND RPTD CEILING RAGGED AT 700 FT. WE EXPERIENCED NO FURTHER DIFFICULTY FLYING THE APCH AND CAME TO A FULL STOP USING ONLY SLIGHTLY MORE THAN 1/2 OF THE AVAILABLE RWY. DURING THE APCH THE BOOTS WERE CLR OF ICE AND INSPECTION OF THE TAIL AFTER LNDG SHOWED BOOTS CLR THERE AS WELL. THERE WAS SOME REMAINING ICE ON THE NOSE, SPINNERS, UPPER PORTION OF THE TAIL AND OTHER UNPROTECTED AREAS -- PERHAPS 1/4 INCH I WOULD ESTIMATE. I ASSUME SIGNIFICANT ICE WAS SHED WHILE DSCNTING ON THE GS. INSPECTION OF THE AIRPLANE SHOWED NO OTHER ANOMALIES. ALTHOUGH I KNEW THAT ICE ACCUMULATION WAS LIKELY ON DSCNT, CDW WAS RPTING 900 FT BROKEN, 1300 FT OVCST WITH VISIBILITY 2 1/2 MI. I FELT THAT THE ACFT WAS CAPABLE TO HANDLE THOSE CONDITIONS AND THE CEILINGS WERE HIGH ENOUGH TO MAKE A MISSED APCH IN POSSIBLE ICE UNLIKELY. PERHAPS I WAS TOO HASTY TO DECLARE AN EMER, BUT WHEN THE ACFT FIRST BROKE FROM CTLED FLT, I HAD BUT 1 SINGLE MISSION ON MY MIND -- GET THE AIRPLANE SAFELY ON THE GND USING ALL THE FACILITIES AVAILABLE. AT THE TIME I DECLARED THE EMER, I WASN'T SURE WHETHER OR NOT I WAS GOING TO BE ABLE TO REGAIN CTL OF THE AIRPLANE. AS IT TURNS OUT, THE EXTRA AIRSPD AND CONTINUOUS CYCLING OF THE BOOTS DID THE JOB. FROM A MORE CRITICAL PERSPECTIVE, I HAVE NOW BECOME AN EVEN MORE CAUTIOUS FLT PLANNER. WHEN ICING IS POSSIBLE, I WILL ALLOW FOR HIGHER CEILINGS AND A CUSHION OF 'ABOVE FREEZING ALT' BELOW THE BASES AT THE DEST ARPT. I NOW KNOW FIRST HAND THAT ICING CONDITIONS ARE UNPREDICTABLE AND HOW LOCALIZED SEVERE ICING CAN BE -- IT CAN QUICKLY OVERPWR A 'KNOWN ICING' ACFT. WE MOST LIKELY EXPERIENCED MODERATE TO SEVERE CLR ICING IN ADDITION TO THE MIXED/RIME WHICH WAS NOT AS NOTICEABLE FROM THE PLT'S VIEWPOINT. IN THE FUTURE I WILL BE QUICKER TO AVOID AND WILL EXPECT MUCH WORSE THAN 'LIGHT TO MODERATE' FORECASTS BECAUSE I REALIZE HOW QUICKLY THINGS CAN CHANGE FOR THE WORSE. I WILL ALSO MAINTAIN A HIGHER THAN NORMAL AIRSPD DURING FLT IN CONDITIONS CONDUCIVE TO ICING OF THIS NATURE. IN HINDSIGHT, I BELIEVE THE BOOTS COULD HAVE BEEN CYCLED EARLIER. I AM VERY GRATEFUL TO NEW YORK APCH FOR THEIR ASSISTANCE. THEY KEPT ME APPRISED OF MY LOCATION AND PROGRESS AND HELPED ME IN A MOST PROFESSIONAL MANNER THROUGHOUT THE OCCURRENCE. ONE OTHER THING. I AM AN AVID READER OF ASRS RPTS AND OTHER INFO REGARDING ACFT INCIDENTS, ETC. I ALWAYS HOPE TO LEARN FROM THE EXPERIENCE OF OTHERS. I BELIEVE THOSE RPTS WERE HELPFUL TO ME IN MY DECISION-MAKING PROCESS. I KNEW THAT THE USE OF FLAPS COULD ALTER FLYING QUALITIES AND I WAS RESOLVED TO AVOID THAT SIT. I KNEW AIRSPD WAS CRITICAL AS OTHERS IN SIMILAR SITS HAVE NOTED. THE FIRST RULE EVERY INSTRUCTOR HAS YELLED TO ME IN SIMULATED EMERS, 'FLY THE AIRPLANE' RANG LOUD AND CLR.

Synopsis :

A C421B PVT PLT LOSES CTL IN ICING CONDITIONS DURING DSCNT. DIVERTS TO ALTERNATE. N90 CTLR A GREAT HELP.

Time

Date : 199810

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : BRL

State Reference : IL

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 21000

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : PA-46 Malibu

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4110

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 628

ASRS Report : 416160

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Other : Unspecified

Narrative :

EBOUND AT FL190 IN VMC APCHING N TO S FRONT AND LINE OF CLOUDS WITH TOPS AROUND FL200. OAT WAS -11C. REQUESTED CLB TO FL210 FROM ZKC. (2 REQUESTS/NO ANSWER/APPROX 2 MINS ELAPSED.) THIRD REQUEST WAS ANSWERED WITH A FREQ CHANGE TO ZAU. MADE REQUEST OF ZAU AT CHK-IN TO CLB TO FL210. CLB CLRNC WAS GRANTED AFTER A BRIEF 'STANDBY' (ADDITIONAL 2 MINS ELAPSED -- GND SPD WAS 230 KTS). AT START OF CLB I HAD ALREADY ENTERED CLOUDS AND JUST STARTED TO PICK UP ICE. THE ACFT CLBED SLOWLY TO ABOUT FL205 DURING WHICH TIME I RAPIDLY ACQUIRED MODERATE TO SEVERE MIXED ICE (APPROX 3 MINS). I WAS CLOSE TO THE TOPS BUT DID NOT BREAK OUT. ALL ANTI-ICE EQUIP HAD BEEN TURNED ON PRIOR TO ENTERING CLOUDS. DEICE BOOTS WERE CYCLED AND WORKED PROPERLY BUT LARGE CHUNKS OF ICE REMAINED ABOVE AND AFT OF THE LEADING EDGES. AIRSPD HAD DROPPED FROM 150 KTS TO 120 KTS. I COULD NOT GET FULL PWR DUE TO PREVIOUS SELECTION OF ALTERNATE INDUCTION AIR AND PROBABLE INDUCTION ICING. I TOLD CTR I COULD NOT CLB OR HOLD AIRSPD AND REQUESTED IMMEDIATE DSCNT AND 180 DEG TURN TO GET OUT OF THE WX AND ICING. CTR WAS VERY BUSY AND STARTED TO QUESTION ME IF I WANTED TO RETURN TO MY ARPT OF ORIGIN OR LAND IMMEDIATELY. THIS WAS TAKING TOO LONG SO I ADVISED CTR I WAS STARTING A L 180 DEG TURN AND BEGINNING A DSCNT. THIS WAS NECESSARY (ALTHOUGH NOT EXPLAINED TO CTR AT THE TIME) BECAUSE I WAS CONTINUING TO ICE AND LOSE AIRSPD. ALTERNATE INDUCTION AIR IN THE MALIBU REQUIRES A MINIMUM OF 130 KTS TO PREVENT INTAKE LOUVER ICING. CTR THEN CLRED ME TO TURN 90 DEGS TO A HDG OF 360 DEGS AND TO DSND TO 6000 FT AND ADMONISHED ME FOR STARTED A TURN AND DSCNT WITHOUT A CLRNC. CTR WAS VERY HELPFUL FROM THEN ON AND REQUESTED A MORE DETAILED RPT OF THE ICING ENCOUNTER AND BEGAN TO ADVISE OTHER ACFT. I CONTINUED TO DSND, REQUESTED 11000 FT AND CHANGED MY DEST TO PEORIA. ICE WAS SHED AND THE REMAINDER OF THE FLT WAS UNEVENTFUL ALTHOUGH IMC TO A LOW ILS AT PEORIA. CHAIN OF EVENTS/HUMAN PERFORMANCE COMMENTS: FLYING IN THIS ENVIRONMENT ALWAYS CONTAINS RISK OF ICE. IN RETROSPECT, IT WOULD HAVE BEEN BETTER TO DSND INTO THE CLOUDS TO BELOW THE FREEZING LEVEL (APPROX 12000 FT) THAN TO TRY TO CLB ABOVE THE CLOUDS ONLY 2000 FT HIGHER. I WAS NOT ABLE TO GET ON TOP DUE TO LIMITED PWR AND SEVERE ICING. THIS ICING ENCOUNTER WAS SEVERE AND VERY FAST. I HAVE CONSIDERABLE WX AND ICING EXPERIENCE AND I TOOK THESE ACTIONS BASED ON THAT EXPERIENCE AND THE UNUSUAL SEVERITY OF THIS ICING ENCOUNTER. IT IS POSSIBLE THAT I COULD HAVE CONTINUED AHEAD IN THE ICING WITHOUT TURNING OR DSNDING AS QUICKLY AS I DID. I DID NOT DECLARE AN EMER BECAUSE I GOT THE ACTION I NEEDED. AFTER CLRING ME TO TURN AND DSND, CTR ASKED ME IF I WANTED TO DECLARE AN EMER. AT THIS POINT, ICE ACCUMULATION HAD STOPPED AND I WAS ABLE TO MAINTAIN A SAFE AIRSPD IN THE DSCNT. PERHAPS IT WOULD HAVE BEEN BETTER TO DECLARE AN EMER BUT THE FLT ACTION I TOOK WOULD HAVE BEEN THE SAME. SINCE I WAS IN CONSTANT COM WITH CTR, I DON'T KNOW IF THIS WOULD HAVE CHANGED THEIR ACTIONS. I HAVE A GREAT RESPECT FOR ATC AND DO NOT TAKE THIS SIT AND MY ACTIONS LIGHTLY. AS FAR AS I KNOW, THERE WAS NO CONSEQUENCE TO OTHER ACFT EXCEPT THE KNOWLEDGE OF THE SEVERE ICING CONDITIONS AT MY ALT. I WILL DISCUSS THIS SIT WITH MY FLT INSTRUCTOR AND OTHER MALIBU DRIVERS.

Synopsis :

PIPER 46, MALIBU PLT, ENCOUNTERS ICING DURING CLB AND IS UNABLE TO REACH ASSIGNED ALT. CTR CTRLR DOES NOT RESPOND TO DSCNT REQUEST FAST ENOUGH FOR THE RPTR. HE STARTED A TURN AND DSCNT WITHOUT CLRNC. CTR THEN HANDLED HIS SIT WELL.

Time

Date : 199810

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : 5B5

Locale Reference.ATC Facility : CAM

State Reference : NY

Altitude.MSL.Bound Lower : 3500

Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : Marginal

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Component / 1

Aircraft Component : Navigational Equipment and Processing

Problem : Malfunctioning

Person / 1

Experience.Flight Time.Total : 2100

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 400

ASRS Report : 418300

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Controller Intervened

Narrative :

THIS INFO IS PASSED FROM FLYING PLT AND THE SAFETY PLT, FLT OF C172 WITH NO AUTOPLT EQUIP. FLT FROM PLB TO 5B5. FLT RECEIVED WX BRIEFING, INDICATED CEILING RISING, WINDS MODERATE, RAIN CLRING OFF. FREEZING LEVEL 7000 FT, WOULD BE CONSIDERED MVFR ALONG RTE V487. PNF WAS ASKED TO GO ALONG AS SAFETY PLT/OBSERVER. PLT FILED IFR, LEFT PLB IN LIGHT RAIN, CLRING IN THE W, CEILING ABOVE 4000 FT. FLT WAS MADE AT 4000 FT AS FILED. ABOUT 30 MI N OF CAMBRIDGE VOR, APCH ASKED FOR CLB TO 5000 FT, PUTTING US IN IFR, WITH IMMEDIATE MODERATE TURB AND GUSTS, RESULTING IN ALT CHANGES OF UP TO 300 FT BELOW AND 300 FT ABOVE ALT AND GUSTS BLOWING US OFF HDG ASSIGNED. DURING THIS TIME, DIRECTIONAL GYRO WAS PRECESSING AND DIFFICULT TO RESET WITH WET COMPASS AS IT WAS UNSTABLE. PLT CONTINUED WITH HDGS FROM APCH TO CAMBRIDGE AND CLRED FOR APCH (18 MINS BEFORE ALB APCH HAD CLRED ANOTHER ACFT INTO 5B5 AND THEY SAID THEY BROKE OUT AROUND 3000 FT). PLT DSNDED TO 3500 FT, STABILIZED FOR APCH. DIRECTIONAL GYRO PRECESSING AND 'TO' ON VOR, STILL IN MODERATE TURB AND GUSTING WINDS, CLRED TO LAND 1 MI FROM CAMBRIDGE. ABOUT 3 MINS LATER, ALB APCH CALLED FOR IMMEDIATE CLB TO 5000 FT WITH L TURN TO 270 DEGS. THE VOR IN ACFT HAD NOT GONE FROM TO/FROM. APCH BROUGHT US AROUND FOR SECOND TRY. FLT CONDITIONS DID NOT CHANGE, BUT SEEMED A LITTLE WORSE -- AGAIN TO/FROM DID NOT CHANGE ON STATION PASSAGE. PLT CALLED APCH, REQUESTED DIRECT TO PLB. APCH GAVE US 360 DEG HDG AND CLB TO 7000 FT. CONDITIONS WORSENERD WITH QUARTER L HEADWIND IN GUSTS, DIRECTIONAL GYRO PRECESSING, WET COMPASS UNSTABLE FROM TURB. APCH GAVE US 'STOP TURNS' THE REST OF THE WAY TO PLB. AT 7000 FT WE PICKED UP ICING AND CARRIED THAT TO THE MIDDLE OF LAKE CHAMPLAIN WHEN WE WERE ABLE TO DSNDD TO 4000 FT AND 40 DEG TEMP. AT THIS TIME WE BROKE OUT OF THE IFR CONDITIONS AND CONTINUED ON TO PLB VFR. THIS IS A BRIEF SUMMARY OF THE EVENTS OF THIS FLT. WE WERE NOT ABLE TO HOLD ALT AND HDG AS REQUESTED AS A RESULT OF ABOVE NOTED EVENTS. WE DO NOT BELIEVE THAT WE INTERFERED WITH OTHER FLTS IN THE AREA WE WERE IN. THE ACFT FLOWN IS BEING CHKED FOR ABOVE NOTED PROB WITH VORS AND DIRECTIONAL GYRO.

Synopsis :

SAFETY PLT RPT REGARDING A C172 FLT IN WHICH THE WX WORSENERD AND TURB WAS SUCH THAT HDG AND ALT COULD NOT BE MAINTAINED.

Time

Date : 199810

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PIH

State Reference : ID

Altitude.MSL.Bound Lower : 11500

Altitude.MSL.Bound Upper : 11500

Environment

Flight Conditions : Mixed

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 214

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 110

ASRS Report : 418308

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

I WAS FLYING ON A PLEASURE VFR FLT FROM SLC TO PIH. I WAS BTWN LAYERS OF SOLID CLOUDS. THE LAYERS CONVERGED. I PRESSED ON BECAUSE PIH WAS ONLY 12 MI AWAY WITH BROKEN SKIES. THE ACFT ICED AND PITOT DID TOO. I APPLIED PITOT HEAT AND TURNED 180 DEGS TO HDG 151 DEGS. AIRSPD, VSI AND ALTIMETER FUNCTIONS SOON RETURNED. BROKE OUT INTO VMC IN APPROX 10 MINS. RETURNED HOME.

Synopsis :

PLT OF A PA28-235 ON PLEASURE FLT ENCOUNTERS DETERIORATING WX BUT PRESSES ON. ACFT ICED UP AND PITOT ALSO. HE MADE A 180 DEG TURN AND RETURNED TO DEP ARPT.

Time

Date : 199810

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.ATC Facility : LIT

State Reference : AK

Altitude.MSL.Bound Lower : 29000

Altitude.MSL.Bound Upper : 29000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZME

Make Model : Commercial Fixed Wing

Component / 1

Aircraft Component : Intake Ice System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3431

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 1630

ASRS Report : 418360

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Returned to Intended Course or Assigned Course

Resolatory Action.None Taken : Unable

Narrative :

GIVEN A XING RESTR DSNDING INTO LIT. WHEN IT BECAME APPARENT WE WOULD NOT MEET THE RESTR, I INFORMED ATC. THEY ONLY REPLIED WITH A GRUNT. ON THE SAME FLT, WE HAD ALSO MISSED A SPD RESTR GOING INTO MEM OVER THE TAMMY INTXN. OTHER OCCURRENCES THAT HAPPENED WERE FLYING INTO FORECAST ICING CONDITIONS WITH A DEFERRED ENG ANTI-ICE VALVE. THE CAPT DID NOT SEEM CONDUCTIVE TO ANY OF MY SUGGESTIONS. ALSO, HE HAD TAKEN A 45 MIN NAP IN THE AIRPLANE. I BELIEVE IT WAS THE LACK OF CRM THAT CREATED THE PROBS.

Synopsis :

LTT JET CREW HAD CRM PROBS WHEN THE CAPT MISSED SEVERAL ALTS AND SPD RESTRS, AND IGNORED RULES AGAINST FLT IN ICING CONDITIONS.

Time

Date : 199811

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MSP

Locale Reference.ATC Facility : GEP

State Reference : MN

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : Mixed

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 4800

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 300

ASRS Report : 420354

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Non Radar

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Narrative :

THIS SUMMARIZES HOW A SERIES OF MISUNDERSTANDINGS, ASSUMPTIONS AND INDECISIVENESS CAN LEAD TO SERIOUS ICE TROUBLE. THOROUGH PREFLT PLANNING AND WX CHKING PRECEDED A FINAL XCOUNTRY FOR AN ASPIRING INST CANDIDATE. TERMINAL WX WAS IMC, BUT WELL ABOVE MINIMUMS, CLOUD TOPS MODEST (LOW) AND AN ANNOYING AIRMET FOR IFR AND 'LIGHT TO MODERATE ICE IN CLOUDS OR PRECIP.' NO PIREPS THE EVENING BEFORE TO CONFIRM ICE. EARLY IN THE MORNING OF THE FLT DAY, RECHK OF WX AND COPYING VOID TIME AND CLRNC YIELDED SIMILAR DATA: 'OCCASIONAL LIGHT TO MODERATE RIME/MIXED ICE ABOVE FREEZING LEVEL' WAS ACCOMPANIED BY NO CONFIRMING PIREPS. THE FORECAST FROM THE AIRMET WAS CONCLUDED BY MYSELF (CFII) AS A CONDITION OF UNKNOWN ICE AND AN INVITATION TO CHK IT OUT. OUR ACFT IS NOT ICE EQUIPPED AND IS PROHIBITED IN 'KNOWN ICE.' THE GAME PLAN WAS TO FLY TO AN ALT TO 'GET ON TOP' AND IF UNABLE, RETURN TO BASE ASAP. DEP CONDITIONS AT DAWN WERE HIGH CIRRUS WITH VFR (VMC) BEYOND CRUISE ALT. A HOOD HAD TO BE USED TO GET THE PVT PLT ANY INST CREDIT. BRIEF WISPS OF CLOUDS GAVE WAY TO A REGULAR LAYER AT 8000 FT MSL, WHERE WE GOT A BRIEF PATCH OF TRACE ICE. A PIREP TO FSS TO RPT NEW CONDITIONS FOLLOWED A REQUEST AND APPROVAL FOR CLB TO 10000 FT MSL IN VMC. AN HR LATER, ABRUPT BREAK IN CLOUD PATTERN REVEALED CLR SKIES DOWN TO A VERY LOW UNDERCAST. DSCNT INTO MSP CLASS B AIRSPACE NO SWEAT AND ATIS ONLY CALLING FOR 600 FT CEILINGS, ILS BEING ASSURED. LEVEL AT 4000 FT, WE STARTED GETTING BRIEF DUSTING OF TRACE ICE WITH PENETRATIONS OF CLOUD TOPS. OUTSIDE AIR TEMP RIGHT AT 31 DEGS F. VECTORS DOWN TO 3000 FT INTO THE SOUP AT FIRST WAS WELCOME AS WET MOISTURE BEADED OFF THE WINDSHIELD WHILE I MISTAKENLY ASSUMED 3.50 LAPSE RATE WOULD PUT US UP TO 34 DEGS F. TRACE ICE PERSISTED ON WINGS AND STRUTS ALTHOUGH MOISTURE WAS CLRRLY DRIBBLING BACK ON WINDSHIELD, STRUTS AND WING BOTTOM. TRACE TURNED TO LIGHT MIXED. OUTSIDE AIR TEMP STILL 31-32 DEGS F. I ASKED FOR LOWER. LIGHT MIXED BECAME THICKER WITH PROLONGED VECTORS TO ILS 9 FINAL. IAS TENDED LOWER REQUIRING NEAR FULL PWR. ILS AND CIRCLE TO LAND GOT US ON GND WITH 1/2 INCH THICK SMOOTH DEPOSIT 3 INCHES WIDE ON EVERY LEADING EDGE. LESSONS: PIREPS DO NOT EQUAL 'KNOWN ICE' AND AIRMETS SHOULD BE RESPECTED WITHOUT CONFIRMATION. CLBINB ABOVE 4000 FT WOULD HAVE ELIMINATED PROB, SINCE TEMP INVERSIONS DON'T ALWAYS GUARANTEE HEAT DOWN LOWER. FINALLY, MORE URGENCY AT FIRST ICE PASTINGS MIGHT HAVE MOTIVATED A DIVERSION TO EARLIER LNDG (LIKE CRYSTAL ARPT NEAR GEP) AND SPARED THE ANXIETY OF CRUISING IN GENTLE, BUT EVER ACCUMULATING ICING CONDITIONS. ALSO, LIQUID MOISTURE MAY BE RAIN ON THE WINDSHIELD BUT A COLD- SOAKED METAL-WING CAN PRECIPITATE THAT OUT AS SOLID ICE IF AT 31-32 DEGS F IN THE DRIZZLE.

Synopsis :

C172 PLT AND CHK PLT ENCOUNTERED ICING PROBS AT CRUISE AND APCH INTO MSP.

Time

Date : 199811

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : SUW

State Reference : WI

Altitude.MSL.Bound Lower : 4500

Altitude.MSL.Bound Upper : 5500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZMP

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5700

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 1500

ASRS Report : 420694

Person / 2

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Other : Unspecified

Narrative :

UPON PICKING UP MY ACFT AFTER IT RECEIVED ITS ANNUAL INSPECTION, I FAILED TO CHK TO SEE THAT THE DEFROSTER VENT WAS OPEN FOR THE WINDSCREEN. SINCE I NEVER CLOSE IT, I ASSUMED THAT IT WOULD BE OPEN. AFTER CLBING FROM 1200 FT AGL TO 4000 FT MSL IN THE CLOUDS, MY WINDSCREEN FOGGED UP AND I HAD DIFFICULTY TO SEE ANYTHING FORWARD OF MY POS. AT THIS POINT I KNEW IT WOULD BE DIFFICULT TO DETERMINE WHETHER OR NOT I WAS PICKING ANY ICE UP OR NOT. I KNEW THE TOPS OF THE CLOUDS WERE PROBABLY LESS THAN 2000 FT ABOVE ME, SO I ASKED FOR HIGHER AND MANEUVERED MY ACFT TOWARD WHAT LOOKED TO BE A HOLE IN THE LAYER ABOVE. MY POOR FORWARD VISIBILITY LED ME TO FLY INTO A CLOUD AND PICK UP WHAT LOOKED TO BE LIGHT RIME ICE. I WAS ONLY IN THE ICING CONDITIONS FOR 15 SECONDS. ONCE I SAW THE ICE, I IMMEDIATELY BROKE OUT ON TOP AND LEVELED OUT LATER ON AN 8000 FT MSL. I NEVER PUT MYSELF IN DANGER, BECAUSE I KNEW IF I ENCOUNTERED ANY ICE, THAT I WOULD BE ABLE TO GET OUT OF IT AT ONCE. ONCE IN LEVEL FLT, I BEGAN TO LOOK AROUND A BIT MORE AND SAW THAT THE DEFROSTER VENT WAS CLOSED. I THEN OPENED IT UP FULLY AND THE WINDSCREEN IMMEDIATELY CLRED UP. THERE WAS NO ICE LEFT ON THE ACFT BY THIS TIME. THE REST OF THE FLT WAS ROUTINE. I BELIEVE MY FAILURE TO OPEN THE DEFROSTER COULD HAVE LED TO A DANGEROUS SIT IF THERE HAD BEEN MORE ICING IN THE CLOUDS. THERE WERE 2 PIREPS OF LIGHT ICE 40 NM N OF MY POS, BUT ONE WAS OVER 1 1/2 HRS OLD. I KNEW THERE WAS FORECASTED ICE ABOVE 4000 FT FREEZING LEVEL. SINCE THERE WAS NOT KNOWN ICE ALONG MY RTE, I ASKED FOR AND RECEIVED A HIGHER ALT, WHICH I KNEW WOULD PUT ME ABOVE THE CLOUDS. IF I HAD NOT BEEN ABLE TO LEAVE THE ICING CONDITIONS IMMEDIATELY, THE FOGGY WINDSCREEN MAY HAVE BEEN A CONTRIBUTING FACTOR TO A DANGEROUS SIT. MY JUDGEMENT TO ASSUME ITS POS AS BEING OPEN WAS AN OVERSIGHT ON MY PART. I LIMITED MY ABILITY TO SEE FORWARD AND ALSO MY ABILITY TO DETERMINE IF I WAS PICKING UP ANY ICE. I BELIEVE THIS RPT COULD BENEFIT OTHER HIGHER TIME PLTS. I BELIEVE MYSELF TO BE A CAREFUL SAFETY ORIENTED PLT. HOWEVER, ON THIS OCCASION, I CHKED AND DOUBLECHKED EVERYTHING -- OR SO I THOUGHT.

Synopsis :

GA PLT ENTERED FORECAST AND RPTED ICING CONDITIONS WITH C172 NEAR SUW, WI.

Time

Date : 199811

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GUP

Locale Reference.ATC Facility : GUP

State Reference : NM

Altitude.MSL.Bound Lower : 8000

Altitude.MSL.Bound Upper : 8000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB

Make Model : Bonanza 35

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1000

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 750

ASRS Report : 421365

Person / 2

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

I CALLED PRESCOTT FSS ON MORNING OF NOV/XA/98. BRIEFER DID NOT TELL ME THAT GUP DME WAS OUT. AS A RESULT, I WAS AT 15000 FT WHEN I STARTED TO PICK UP LIGHT ICE. I THOUGHT IT WAS PRUDENT TO LAND AT THE CLOSEST ARPT. SINCE I WAS JUST W OF GUP ON THE AIRWAY ABOUT 15 NM, I PROCEEDED TO TELL CTR I WAS ICING, AND I WANTED TO DO THE APCH TO GUP. AS I STARTED TO DO THE APCH, I NOTICED I HAD NO DME. I RPTED TO CTR I HAD NO DME, AND THEN OVERSHOT THE FIELD. AT THAT TIME, I STARTED TO PICK UP SEVERE ICING, AND I WAS STILL IMC. NOT KNOWING THE TERRAIN, I WAS UNSURE OF MY DISTANCE FROM THE GND OR A MOUNTAIN. CTR TURNED ME BACK TO THE VOR TO FIND I WAS PERFECTLY LINED UP WITH THE FIELD, AND I WAS STILL IN SEVERE ICE. AS CTR CALLED THE FIELD, I DSNDED WITH NO OTHER CHOICE BUT TO BREAK OUT, WHICH I DID, AND LANDED SAFELY. PRESCOTT SHOULD HAVE RPTED WITH NOTAMS THAT DME WAS OUT. CTR SAID THEY CHKED AND PRESCOTT HAD FAILED TO RPT THAT TO ME. HAD I KNOWN, THAT WOULD HAVE INFLUENCED MY DECISION TO LAND OR NOT TO GO.

Synopsis :

BE35 PLT ENCOUNTERED LIGHT ICING IN CRUISE. AFTER DSNding TO DIVERT BECAUSE OF WX, HE ENCOUNTERED SEVERE ICING AND AN INOP GUP VOR DME.

Time

Date : 199812

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : TUS

State Reference : AZ

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 11300

Environment

Flight Conditions : IMC

Component / 1

Aircraft Component : Speed (Rate Sensing)

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2000

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 1830

ASRS Report : 421633

Person / 2

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Controller Intervened

Narrative :

IFR FLT PLAN V16 TUS-ELP 11000 FT. DEPARTED TUS. WAS ON TOP OF CLOUDS AT 11000 FT UNTIL ABOUT 20 MI E OF TUS VOR. I DIVERTED 3-4 MI S OF V16 AROUND SOME BUILDUPS. I WAS CONCENTRATING ON THE BUILDUP CLOUD FORMATIONS, SO I INADVERTENTLY FAILED TO ASK FOR DEV OR TO INFORM ZAB THAT I HAD DIVERTED. ALSO, I WAS AT 11300 FT WHEN CTLR POINTED OUT THESE THINGS, AND REQUESTED THAT I CORRECT TO THE N TO GET BACK ON AIRWAY (V16) AND TO CORRECT TO MY ASSIGNED ALT OF 11000 FT, WHICH I IMMEDIATELY DID. THEN I REQUESTED 12000 FT, WHICH WAS APPROVED. HOWEVER, WHEN 45 MI SW OF DMN, PICKED UP LIGHT RIME ICE AND PITOT ICE, AND LOST AIRSPD INDICATOR. I IMMEDIATELY NOTIFIED CTLR AND ASKED FOR A DSCNT AND VECTORS TO DMN, WHICH WAS APPROVED. AT 9500 FT, BROKE OUT OF OVCST, AND AIRSPD INDICATOR BECAME FUNCTIONAL. UNEVENTFUL LNDG AT DMN, THEN VFR UNDER OVCST INTO EL PASO, TX. CONCLUSIONS: 1) SHOULD HAVE REQUESTED DEV AROUND CLOUD TOPS. 2) SHOULD HAVE REQUESTED LOWER RATHER THAN HIGHER ALTS TO HAVE AVOIDED ICING IN CLOUDS.

Synopsis :

PA28 PLT DEVIATES AROUND WX WITHOUT CLRNC IN ZAB AIRSPACE.

Time

Date : 199812

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LWS

State Reference : ID

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 400

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : SA-226 Tc Metro II

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4350

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 245

ASRS Report : 423606

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.Other : Not Resolved Other

Narrative :

AFTER A VOR APCH TO THE LEWISTON ARPT, ACR X WAS CLRED FOR A VISUAL APCH TO RWY 11. MODERATE ICE AND TURB WERE ENCOUNTERED ENRTE AND ON THE DSCNT FOR THE VOR APCH TO THE ARPT. ICE WAS OBSCURING SOME OF THE VISION OUTSIDE THE ACFT. IT MADE IT DIFFICULT TO IDENT RWY 11 WITH THE BLENDING TOWN AND ARPT LIGHTS. THE LOWER THE ACFT DSNDDED THE MORE FREQUENT MODERATE TURB BECAUSE WITH STRONGER UP- AND DOWNDRAFTS EXPERIENCED. INCREASED AIRSPD WAS USED DURING FINAL APCH AND MANEUVERING FOR LNDG. WHEN THE ACFT TURNED FINAL APCH THE WIND WAS 60 DEGS TO THE RWY GUSTING TO 34 KTS. BECAUSE OF THE REDUCED VISIBILITY OUT THE WINDSHIELD, DUE TO THE RESIDUAL ICE THAT WAS STILL PRESENT (EXCEPT WHERE HEATING ELEMENTS WERE IN THE WINDOWS) AND THE LACK OF A VISUAL APCH SLOPE INDICATOR SYS FOR THAT RWY, THE ACFT WAS LOW AND BELOW A NORMAL GLIDE PATH. ON VERY SHORT FINAL WINDSHEAR WAS ENCOUNTERED, CAUSING THE ACFT TO DSND DANGEROUSLY LOW. THE INCREASED AIRSPD ALLOWED THE ACFT TO RECOVER AND THE AIRPLANE LANDED BEFORE A GAR COULD BE INITIATED. THE WORKLOAD FOR THE PIC DURING SIMILAR CONDITIONS COULD BE REDUCED IF A VASI WAS INCORPORATED FOR RWY 11 AT LEWISTON, ID.

Synopsis :

CAPT OF A FAIRCHILD SA-226 METROLINER SW4 LOST CTL OF ACFT DURING FINAL APCH DUE TO ENCOUNTER WITH LOW LEVEL WINDSHEAR AND HIGH GUSTY XWIND CONDITION. THIS RESULTED IN AN INADVERTENT LNDG BEFORE A GAR COULD BE INITIATED. IN ADDITION, THE RPTR HAD LIMITED VISION THROUGH THE WINDSHIELD DUE TO ACFT ICING.

Time

Date : 199812

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CYKZ

Locale Reference.ATC Facility : YYZ

State Reference : ON

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 5500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : CZYZ

Make Model : Bonanza 33

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1800

Experience.Flight Time.Last 90 Days : 45

Experience.Flight Time.Type : 60

ASRS Report : 424163

Person / 2

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Independent Detector.Other.ControllerA : Unspecified

Resolutory Action.Other : Controller Intervened

Narrative :

AFTER DEPARTING TORONTO BUTTENVILLE ARPT (CYKZ) I WAS VECTORED TOWARD THE YYZ V164/V252 124 DEG RADIAL AT CRUISE LEVEL 5000 FT. ABOUT 33 MI OUT, I ENTERED THE TOPS OF CLOUDS AND BEGAN TO PICK UP RIME ICE AT A MODERATE RATE. I IMMEDIATELY CALLED ATC AND RPTED THAT I WAS PICKING UP ICE AND WAS JUST INTO THE TOPS AND WOULD TRY TO JUST STAY CLR OF THE TOPS. ATC ACKNOWLEDGED THE XMISSION AND I TRIED TO KEEP JUST CLR OF THE TOPS. APPARENTLY THE TOPS WERE GETTING HIGHER BECAUSE WITHIN ABOUT 2-3 MINS ATC CAME BACK AND REQUESTED MY CURRENT ALT. WHEN I LOOKED AT MY ALTIMETER I WAS AT 5500 FT AND RPTED THIS. ATC TOLD ME THAT I WAS ON AN IFR FLT PLAN AND THAT I COULD NOT CHANGE ALT WITHOUT PERMISSION BUT THEN IMMEDIATELY CLRED ME TO 7000 FT -- WELL ABOVE THE CLOUD TOPS. SHORTLY THEREAFTER (MAYBE 1 MIN) ATC ADVISED THAT I WAS 4 MI S OF THE RADIAL AND GAVE ME A NEW VECTOR TO INTERCEPT THE RADIAL AND TURNED ME OVER TO BUFFALO. THE PROBS AROSE FROM MY OVERCONCENTRATION ON MY ICING PROBS WHICH LED TO MY NOT MONITORING MY ALT AND TIME TO INTERCEPT THE RADIAL. IN TRYING TO REMAIN CLR OF ICE, I DID NOT REALIZE THAT I HAD CLBED TO 5500 FT. THE RADIAL EXCURSION AROSE FROM MY HAVING MISSET MY KNS 80. PRIOR TO DEP, I HAD SET MY KNS 90B GPS TO BULGE INTXN AND MY KNS 80 TO THE YYZ 124 DEG RADIAL. THE RADIAL WAS SET ON THE KNS 80 STATION #1, WHILE THE KNS 80 USE FUNCTION WAS SET TO STATION #2. DUE TO MY ALARM AND OVERFOCUS ON THE ICING PROB, I DID NOT PAY ATTN TO THE FACT THAT I WAS TOO LONG IN INTERCEPTING THE V252 RADIAL. CORRECTIVE ACTION: IN THE EVENT ICING OCCURS, DEAL WITH THE PROB BUT CONTINUE TO CONCENTRATE ON FLYING THE AIRPLANE AND ADHERING TO THE FLT PLAN AND ATC ALT ASSIGNMENTS. WHEN ICING OR OTHER SUCH PROBS REQUIRE IMMEDIATE ACTION, REQUEST IMMEDIATE ACTION FROM ATC (IN THIS CASE, AN IMMEDIATE CHANGE IN ALT). IF ATC CANNOT RESPOND QUICKLY ENOUGH TO PERMIT WHAT I BELIEVE TO BE A SAFE FLYING ENVIRONMENT, DECLARE AN EMER AND TAKE APPROPRIATE ACTION. IN THE CASE OF THE VOR INTERCEPT EXCURSION, I WILL DOUBLECHK KNS 80 FREQS AND USE SETTINGS, AND SET SECOND VOR TO BACKUP THE SAME FREQ ON DEP.

Synopsis :

PLT OF A BEECH 33A CLBED ABOVE ASSIGNED ALT AND BECAME 4 MI OFF COURSE DUE TO WX AVOIDANCE DURING AN IFR FLT. ATC INTERVENED AND CALLED HIS ATTN TO HIS ALT AND GAVE A VECTOR TO BACK ON COURSE.

ACN: 424238

Time

Date : 199812

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : BNA

State Reference : TN

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 700

Experience.Flight Time.Type : 400

ASRS Report : 424238

Person / 2

Function.Observation : Passenger

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Narrative :

THE FLT ORIGINATED AT LGC, GA, IFR TO BNA, TN. IN LGC I GOT A STANDARD BRIEFING FOR THE RTE, INCLUDING AN AIRMET FOR ICING FROM THE FREEZING LEVEL TO 12000 FT, FREEZING LEVEL FORECAST FROM 8000 FT SLOPING TO 4000 FT. PIREPS INDICATED TRACE TO NO ICING BELOW 4000 FT AND NONE RPTED S OF BNA. FLT PROCEEDED NORMALLY UNTIL 15-20 NM W OF RMG, GA, WHERE I BECAME CONCERNED ABOUT THE APCHING NIGHT AND TEMP DROP. CALLING ATLANTA FLT WATCH I RECEIVED THE SAME ICING FORECAST AND FREEZING LEVEL FORECAST AND PIREPS. I DECIDED NOT TO CONTINUE THE FLT AT THIS TIME AND RPTED DIRECT RMG. ATLANTA GAVE ME 2000 FT AND I EXITED THE OVCST ON THE WAY DOWN AT 3500 FT. AT THIS TIME, I DECIDED TO TRY TO CONTINUE VFR, WX PERMITTING, AND CONTINUED ON TOWARDS BNA. WHEN 80 NM OFF THE RTE 60 OF BNA, THE WX DETERIORATED TO WHERE I COULD NO LONGER MAINTAIN VFR AT A SAFE ALT. THE OUTSIDE AIR TEMP WAS 5 DEGS C AT THIS TIME AT 3000 FT. I FILED AN IFR FLT PLAN, PICKED UP A CLRNC AND CONTINUED. APPROX 60 NM FROM BNA THE OUTSIDE AIR TEMP STARTED TO DROP CLOSE TO 0 DEGS C AT 4000 FT (MY IFR ASSIGNED ALT) AND I REQUESTED LOWER. AT THIS TIME, MY PAX STARTED TO FEEL MOTION SICK AND ONE BEGAN TO VOMIT. MEMPHIS TOLD ME I COULD GET LOWER IN 6 MINS. APPROX 50 NM FROM BNA, MEMPHIS GAVE ME 3000 FT. AT THIS TIME I HAD DETECTED A TRACE OF ICE ON THE WINDSHIELD. AT 3000 FT THE ICING STOPPED, HOWEVER, THE TEMP WAS DROPPING TOWARDS FREEZING AGAIN. AFTER MONITORING VARIOUS AWOS STATIONS FARTHER ALONG THE RTE RPTING TEMPS AT OR BELOW FREEZING, I DECIDED TO DISCONTINUE THE FLT AND LAND AT SYI, 40 MI SE OF BNA. THE VOR 36 APCH INTO SYI WAS COMPLETED WITHOUT COMPLICATIONS.

Synopsis :

C172 PLT, UPON ENCOUNTERING ICING CONDITIONS ENRTE TO DEST, FLIES IFR FLT PLAN AND LANDS SHORT OF INTENDED DEST AT SYI, TN.

Time

Date : 199804

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : RIC

State Reference : VA

Altitude.MSL.Bound Lower : 6000

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 450

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 150

ASRS Report : 424914

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Controller Intervened

Narrative :

WHILE GIVING ME MY CLRNC, THE CTLR SAID THAT SHE COULDN'T GIVE ME THE 3000 FT THAT I HAD ASKED FOR AND ASKED IF 5000 FT WAS OK. I TOLD HER MY CONCERNS FOR ICE AND ACCEPTED THE CLRNC. DURING MY CLB SHE SOLICITED SEVERAL PIREPS FROM ACFT IN MY AREA ALL INDICATING NEGATIVE ON ICING. AT SOME POINT ZDC TOLD ME TO CLB TO 6000 FT. THIS PUT ME BACK INTO IMC. AT SOME POINT S OF RIC I STARTED TO PICK UP SOME ICE. I IMMEDIATELY TOLD THE RIC APCH CTLR MY SIT AND ASKED FOR A DSCNT BACK TO 5000 FT. HE SAID THAT HE WAS UNABLE DUE TO TFC. I WAS CLRED TO 8000 FT. A FEW MINS LATER, I WAS BACK IN IMC. ABOUT 2 MINS LATER I GOT A DSCNT TO 4000 FT. SHORTLY AFTER THAT I WAS HANDED OFF TO WASHINGTON APCH. THEY GAVE FURTHER DSCNTS AT MY REQUEST TO 3000 FT AND 2000 FT. THE REST OF THE FLT WENT WITHOUT INCIDENT.

Synopsis :

A C172 ENCOUNTERED ICING CONDITIONS NEAR DCA.

Time

Date : 199901

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : LOZ

State Reference : KY

Altitude.MSL.Bound Lower : 4500

Altitude.MSL.Bound Upper : 4500

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Instruction : Instructor

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 830

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 320

ASRS Report : 425237

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Narrative :

DURING AN IFR XCOUNTRY FROM LUK TO MCN, WE ENCOUNTERED LIGHT ICING ABOUT 20 NM NNW FROM THE LOZ VOR. THE WINGS LOOKED JUST SLIGHTLY FROSTY, ALMOST AS THOUGH SOMEONE HAD BEEN BREATHING ON THE WINGS. THERE EVEN APPEARED TO BE A SLIGHT 'SHADOWING' OF THE WINGS. WE EXERCISED GOOD CRM AND IMMEDIATELY DECIDED TO DIVERT TO THE NEAREST ARPT, WHICH THANKFULLY HAD A VOR APCH. HOWEVER, WHILE WE DSNDED FROM THE MEA FOR THE INST APCH, WE PICKED UP MODERATE MIXED ICING. THE TEMP AT THE MEA (5000 FT) WAS 30 DEGS F. I ASSUMED THAT A DSCNT OF 3000 FT FOR THE APCH WOULD PREVENT ADDITIONAL ICE FROM FORMING. WAS I IN FOR AN UNPLEASANT SURPRISE! WE QUICKLY PICKED UP BTWN 1/2 - 3/4 OF AN INCH ON THE ENTIRE AIRPLANE, AND THE TEMP GAUGE NEVER MOVED FROM 30 DEGS F DURING THE ENTIRE APCH. I AM WRITING THIS FORM TO ADMIT SOME MISTAKES I MADE AND REVEAL SOME THINGS I LEARNED. I WAS WRONG TO THINK THAT I COULD FLY THROUGH AN AREA FORECASTED TO HAVE LIGHT TO MODERATE RIME ICING IN THE CLOUDS. I ASSUMED THAT BECAUSE LAYERS WERE RPTED THAT I WOULD EASILY FIND AN ALT THAT WOULD KEEP ME OUT OF THE CLOUDS. I PUT MYSELF IN A SIT WHERE I FELT I WOULD HAVE TO DECLARE AN EMER BEFORE IT WAS TOO LATE. I COULD HAVE NEVER IMAGINED HOW QUICKLY THE AIRPLANE WENT FROM 'FEELING LIKE' A C172 TO 'FEELING LIKE' A HVY B747. WE WERE A VERY HVY C172. WE TOOK OFF AT MAX GROSS WT, 3 PAX AND FULL FUEL IN A C172 WITH EXTENDED FUEL TANKS. WE HAD A GPS ON BOARD THAT REALLY ALLOWED ME TO SEE THE AFFECT THE ICE HAD ON OUR AIRPLANE. AS WE PICKED UP MORE AND MORE ICE, I NOTICED THAT THE GND SPD INDICATED ON THE GPS CONTINUED TO DECREASE. ANOTHER THING I LEARNED IS THAT IT'S REALLY EASY TO SPOT ICE ACCUMULATION ON THE BLACK TIRES. I WILL NEVER FLY IN KNOWN OR FORECASTED ICING CONDITIONS EVER AGAIN.

Synopsis :

A C172 ENCOUNTERED FORECAST ICING CONDITIONS NEAR LOZ.

Time

Date : 199901

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHN

State Reference : MI

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 2300

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 4200

Experience.Flight Time.Last 90 Days : 360

Experience.Flight Time.Type : 3000

ASRS Report : 426420

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Controller Intervened

Resolatory Action.Other : Unspecified

Narrative :

DEPARTED ST CLAIR COUNTY ARPT ON STUDENT TRAINING FLT. UPON REACHING 2300 FT MSL, PICKED UP AN IFR CLRNC FROM SELFRIDGE APCH (MTC). MY INTENT WAS TO CONDUCT AIRWORK ABOVE THE OVCST AND, AS SUCH, I HAD FILED AN IFR FLT PLAN TO VFR ON TOP. INITIAL ALT RESTR WAS TO CLB AND MAINTAIN 6000 FT MSL AND THEN RPT IF NOT ON TOP BY THAT ALT. AT 6000 FT MSL THE ACFT HAD NOT REACHED THE TOP OF THE OVCST AND I BEGAN TO NOTICE THE FORMATION OF RIME ICE. I IMMEDIATELY ADVISED SELFRIDGE APCH CTL THAT I WANTED TO DSND TO VFR CONDITIONS AND THEN ENTER THE PATTERN AT PHN VFR. ALL THE WHILE I WAS PROVIDING INSTRUCTION TO A PRIMARY STUDENT. ATC ASSIGNED ME AN ALT OF 2300 FT. UPON REACHING 2300 FT MSL I NOTICED THE ARPT AND BEGAN TO DSND FOR THE PATTERN ALT. WHEN DSNDING THROUGH 1800 FT MSL, I WAS QUERIED BY MTC APCH ABOUT MY ALT. BECAUSE OF A HIGH WORKLOAD SIT -- STUDENT TRAINING, DUSK CONDITIONS, AND THE ACCUMULATION OF A SIGNIFICANT AMOUNT OF ICE -- I FAILED TO COMPLY WITH MY ALT RESTR OF 2300 FT MSL. UPON SEEING THE ARPT, I CONTINUED WITH OTHER DUTIES IN ANTICIPATION OF A LNDG RATHER THAN REMEMBERING I WAS ON AN IFR FLT PLAN. I IMMEDIATELY CANCELED IFR AND LANDED UNEVENTFULLY. IN THE FUTURE, AN INCREASED VIGILANCE SHOULD BE MAINTAINED IN ORDER TO ENSURE COMPLIANCE WITH ASSIGNED ALTS. IF NECESSARY, THE INSTRUCTOR SHOULD FLY THE AIRPLANE, RATHER THAN CONTINUING ON AN INSTRUCTIONAL FLT.

Synopsis :

AN INSTRUCTOR PLT ALLOWS THE SPI STUDENT PLT TO DSND BELOW THEIR IFR ASSIGNED ALT WHILE ATTEMPTING A VISUAL ON PHN, MI.

Time

Date : 199901

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : WI

Altitude.MSL.Bound Lower : 1600

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : MKE.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Observation : Observer

Experience.Flight Time.Total : 205

Experience.Flight Time.Last 90 Days : 52

Experience.Flight Time.Type : 75

ASRS Report : 427056

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON A FLT IFR FROM KENOSHA, WI, TO WAUKESHA, WI, I WAS RESPONSIBLE FOR THE RADIOS AND NAV. AT A CRUISING ALT OF 3000 FT MSL, WE RECEIVED A DELAY VECTOR FOR TFC GOING INTO WAUKESHA ON THE ILS RWY 10. AT THIS TIME WE WERE IN IMC AND THE TEMPS WERE ABOVE FREEZING DURING DEP AND CRUISE. AS WE ACCEPTED THE DELAY VECTOR, OUR PLANE STARTED TO PICK UP SEVERE RIME ICING. I RPTED THIS TO APCH CTL AND HE CLRED US DOWN TO THE MVA OF 2800 FT MSL. WITHIN SECONDS, THE ICE HAD BUILT UP ENOUGH TO DECREASE PERFORMANCE WHERE FULL PWR AND A BEST RATE OF CLB AIRSPD WERE NEEDED TO MAINTAIN ALT. SOON WE COULD NOT MAINTAIN ALT ANY LONGER. RIGHT AFTER THE SEVERE ICING STARTED THE PF STRESSED THAT WE NEEDED DIRECT TO THE ARPT IMMEDIATELY. THE CTLR THEN GAVE US A VECTOR IMMEDIATELY. AS WE DSNDDED THROUGH 2300 FT MSL, WE HAD GND CONTACT THROUGH A LAYER OF SCATTERED CLOUDS. AT APPROX 1600 FT MSL AND 3 MI SW OF THE ARPT, I SPOTTED THE BEACON, THEN THE RWY. I THEN TOOK THE AIRPLANE AND LANDED SAFELY ON RWY 36 IN WAUKESHA.

Synopsis :

A LIGHT SINGLE ENG ACFT ENRTE FROM ENW TO UES ENCOUNTERED RIME ICE AT 3000 FT MSL.

Time

Date : 199901

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ALB.Airport

State Reference : NY

Altitude.MSL.Bound Lower : 4000

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZBW.ARTCC

Controlling Facilities.TRACON : ALB.TRACON

Controlling Facilities.Tower : ALB.Tower

Make Model : Twin Beech 18

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 250

ASRS Report : 427103

Person / 2

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.FAA : Investigated

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS GIVEN A PIREP OF 'SEVERE ICING' 20 MI E OF ALB AT APPROX XA30. I DEPARTED FOR ALB FROM 70 MI, 150 DEGS, SSE, AND PLANNED ARR AT XB30 TO XC00. THE PIREP WAS AT 6000 FT AND I REQUESTED 4000 FT DIRECT. INSTEAD I WAS GIVEN VECTORS TO THE N SEVERAL MI BEFORE TURNING ON COURSE AND HAD TO MAKE MY OWN PIREP OF 'LIGHT TO MODERATE' AT 6000 FT BEFORE I GOT TO 4000 FT. THE AMOUNT OF ICE ON THE WINDSHIELD WAS MIXED AND I WAS IMMEDIATELY USING THE ANTI-ICE ALCOHOL SYS TO KEEP IT OFF, BUT IT BUILT UP ANYWAY. I HAD TO DO A MISSED APCH TO ALB TWICE BECAUSE OF LACK OF VISIBILITY OUT MY WINDSCREEN. I HAD A WX BRIEFING, PREFLED MY EQUIP, AND FOUND PLENTY OF WARM AIR IN TIME TO CLR THE WINDSCREEN AND LAND AT SWF. THE FAA STILL CAME OUT AND IS TRYING TO VIOLATE ME, SAYING I DIDN'T GET A GOOD ENOUGH WX BRIEF AND THEY FOUND EXPIRED CHARTS IN THE PLANE (EVEN THOUGH ALL THE AMENDMENT NUMBERS ARE GOOD). I DID A VISUAL APCH AT THE ONLY ARPT I WASN'T CERTAIN OF THE APCH PLATES.

Synopsis :

BE18 PLT DEPARTED ON FLT WITH PIREPS OF SEVERE ICING ON HIS ROUTING.

Time

Date : 199901

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : TN

Altitude.MSL.Bound Lower : 9000

Altitude.MSL.Bound Upper : 10000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Controlling Facilities.TRACON : TRI.TRACON

Make Model : Centurion/Turbo Centurion 210c

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3229

Experience.Flight Time.Last 90 Days : 31

Experience.Flight Time.Type : 2500

ASRS Report : 427276

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Returned To Assigned Airspace

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

CRUISING 9000 FT ON IFR PLAN, RAN INTO THIN CLOUDS OVER THE MOUNTAINS. I COULD SEE THE SUN ABOVE, SO REQUESTED 11000 FT. TRI APCH CLRED TO 10000 FT, BUT TROUBLE ON COMPUTER LINK TO ATL CAUSED DELAY TO 11000 FT. GOT 11000 FT FROM ATL AND REQUESTED 12000 FT OR 13000 FT SINCE WE WERE STARTING TO FROST UP. AT +/-12000 FT, DETERMINED THAT WE WOULD NOT TOP OUT AND CALLED ATL FOR A 180 DEG TURN BACK TO 9000 FT. (ANOTHER PLT HEARD OUR REQUEST TO 12000/13000 FT AND SAID TOPS WERE 17000 FT.) ZTL CTLR SAID I WAS ON 180 DEG HDG AND WHAT HDG DID I WANT. REPLIED 360 DEGS. I IMMEDIATELY INITIATED TURN TO 360 DEGS AND DSCNT TO 9000 FT BACK TO CLR AIR AND NO ICE. DURING DSCNT APCHING 9000 FT, ATL CALLED AND SAID I ONLY HAD CLRNC TO 10000 FT. I REPLIED THAT I REQUESTED 360 DEGS TO 9000 FT AND DID NOT HEAR CLRNC ONLY TO 10000 FT. AFTER RETURN TO TRI APCH, RECEIVED CLRNC TO FSS TO RERTE. RERTE AFTER NEW WX TO E TOWARD RALEIGH, THEN SW TO SAV. TRI ASKED ME TO CONTACT ATL UPON LNDG, NO PROB, BUT THEY HAD SOME QUESTIONS. I CALLED MR X AND EXPLAINED THE SIT. MR X WAS CORDIAL AND I ASKED IF HE WAS A PLT (AFFIRMATIVE), THEN ASKED IF CTLR WAS A PLT (NO). HAD MR X EXPERIENCED ICE? YES! MR X SAID HE UNDERSTOOD OUR DECISION AND WOULD RELAY TO THE CTLR. I GAVE MY PHONE FOR FUTURE QUESTIONS. MR X DIDN'T THINK THERE WAS A PROB. SEVERAL YRS AGO, I WAS VECTORED INTO CLOUDS AND ICE IN THE SAME AREA. ICE FORMED SO RAPIDLY WE LOST 500 FT AT FULL PWR WHILE TURNING BACK TO CLR AIR. THIS MAKES A LASTING IMPRESSION!

Synopsis :

PLT OF A CPR C210 CAN SEE THE SUN ABOVE THE CLOUDS HE IS UNDER AND REQUESTS HIGHER ALT. DURING CLB HE REALIZES HE CANNOT CLB ABOVE THE WX AND BEGINS TAKING ON ICE. HE REQUESTS TURN BACK AND IS SO CLRED. HE DSND TO PREVIOUS ALT AND CTLR INDICATES HE WAS NOT CLRED TO THAT ALT.

Time

Date : 199901

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : CA

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 3520

Experience.Flight Time.Last 90 Days : 150

ASRS Report : 427607

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

YESTERDAY EVENING, I UNWITTINGLY BLEW IT ROYALLY. I'M WORKING WITH AN INST STUDENT FULL TIME NOW IN GIVING HIM THE VERSION OF A PIC COURSE. TO THAT END, I REFUSED TO FLY YESTERDAY AFTERNOON OVER TO THE STOCKTON AREA WHERE I'M PREPARING HIM FOR HIS TEST. THE FREEZING LEVEL WAS TOO LOW. THE FRONT WAS FORECAST TO BLOW THROUGH IN SEVERAL HRS, SO WE TOOK THE OPPORTUNITY TO WORK ON XWIND LNDGS, THE XWINDS OF WHICH WERE THE RESULT OF THE COLD FRONT PASSAGE. AFTER A COUPLE OF HRS, WITH DAYLIGHT STILL REMAINING, WE HEADED OVER TO STOCKTON. WE WERE IMC FOR ABOUT 15 MINS AT 5000 FT. I FIGURED THAT IF WE DID START TO PICK UP ANY ICE ON CLOUD ENTRY WE WOULD IMMEDIATELY RETURN TO SAN JOSE. WE DIDN'T PICK UP ANY. AFTER WORKING ON ILS AND VOR APCHS FOR ABOUT 3 HRS OVER THERE, WE STOPPED FOR FUEL, AND I GOT A BRIEFING FOR THE RETURN FLT. FORECAST FREEZING LEVEL, 6000 FT. NO PIREPS. BUT SAN JOSE WAS CLR. I FIGURED IF WE DID GO INTO THE CLOUDS IT WOULD ONLY BE FOR A FEW MINS DURING THE DSCNT. WE WERE CLRED TO 6000 FT AND THE FLT PROCEEDED NORMALLY THROUGH THE LIVERMORE VALLEY. I MENTIONED TO MY HOODED STUDENT THAT WE HAD AN EASY OUT AT LIVERMORE, AS IT WAS AS CLR AS A BELL. WE WERE SKIMMING THE TOPS OF THE CLOUDS. ABOUT 20 MI OUT, WE WERE HANDED OVER TO BAY APCH, AND I ASKED FOR AND WAS TOLD TO EXPECT, THE VISUAL. AS USUAL, I WAS CLRED DIRECT TO THE SJC VOR. I EXPECTED, AND WAS THEREFORE NOT SURPRISED WHEN WE WERE TOLD TO TURN TO 180 DEGS ON THE HDG AND TO DSND TO 5000 FT. I SHINED THE FLASHLIGHT OUT TO THE WING. WHAT I SAW REALLY TURNED MY STOMACH. INSTEAD OF A NICE 'CLEAN' WING, THERE WAS MODERATE CLR AND MIXED ICE. IT DIDN'T COVER THE LEADING EDGE. IT WAS SPREAD OVER THE ENTIRE AIRFOIL. IT WAS LUMPY. I ASKED FOR LOWER IMMEDIATELY! 'OUR MVA IN THAT AREA IS 5000 FT,' WAS THE APCH REPLY. AT THIS TIME 'UP,' 'DOWN,' OR 'BACK' WAS NO OPTION. IN 5 MINS I HAD GONE FROM 2 VERY GOOD OPTIONS (GOING OVER IT AND SLAM DUNK INTO THE BAY AREA, OR GO LOW OVER TO LIVERMORE AND GO IN UNDER IT) TO NONE. I KEPT THINKING THAT IT WAS ONLY GOING TO BE ANOTHER COUPLE OF MINS. I ASKED FOR LOWER AGAIN, AND WAS TOLD TO EXPECT IT IN 5 MI. I ADDED FULL PWR TO GET THERE FASTER. IN HINDSIGHT, I SHOULD HAVE DECLARED AN EMER RIGHT THEN. APCH WOULD HAVE VECTORED US PERPENDICULAR TO THE HILLS AND BEEN ABLE TO DSND US. INSTEAD, I LET US FIRST GET VECTORED TO A DOWNWIND AND THEN TURNED 180 DEGS TO PARALLEL THE FINAL APCH COURSE, PROBABLY TO LET SOME JET GO IN FIRST. FOR A PERSON WHO PRIDES HIMSELF IN GETTING ANYTHING HE WANTS FROM ATC, FOR THE FIRST TIME IN AS LONG AS I CAN REMEMBER, I LET MYSELF BE 'BULLIED' BY A CTLR I THOUGHT HAD A 'NASTY' ATTITUDE. AFTER WHAT SEEMED LIKE AN ETERNITY, WE WERE GIVEN A BASE TURN AND TOLD TO DSND TO 4000 FT, EVEN MORE ICE. THEN WE WERE GIVEN THE APCH CLRNC AND WERE ALLOWED TO DSND TO 3500 FT. WE BROKE OUT ON BASE AT 3600 FT. THE ICE MELTED AWAY IN A FEW SECONDS -- AND WE WERE SAFE. IN FLYING, YOU JUST CAN'T LET YOUR JUDGEMENT GUARD DOWN FOR EVEN A FEW SECONDS -- ACCIDENTALLY OR NOT. LAST NIGHT WILL NOT SOON BE FORGOTTEN.

Synopsis :

AN INSTRUCTOR AND HIS STUDENT PRACTICING INST APCHS INADVERTENTLY FLY INTO ICING CONDITIONS.

Time

Date : 199902

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AWO.Airport

State Reference : WA

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 7500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 605

Experience.Flight Time.Last 90 Days : 12

Experience.Flight Time.Type : 480

ASRS Report : 428224

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Weather

Resolutive Action.Flight Crew : Landed In Emergency Condition

Resolutive Action.None Taken : Detected After The Fact

Resolutive Action.Other : Land On Road

Supplementary

Problem Areas : Weather

Narrative :

ON FEB/XA/99 I WAS RETURNING FROM A VMC FLT APPROX 25 NM NE OF PAE. I RECEIVED RADAR VECTORS FROM ZXE. AS I DSNDDED THROUGH 7000 FT, I ENCOUNTERED RAIN, WHICH FROZE ON MY WINGS AND PROP. I WAS UNABLE TO MAINTAIN A SAFE ALT AND DECIDED TO MAKE AN OFF FIELD LNDG APPROX 6 NM NW OF ARLINGTON, WA. I LANDED ON A ROAD JUST W OF I-5. I BELIEVE THAT THE ACFT WAS COLD ENOUGH FOR THE RAIN TO FREEZE ON CONTACT. I ALSO NOTED THAT THE OUTSIDE AIR TEMP WAS -15 DEGS F AT 10000 FT. THERE WERE NO INJURIES AND NO DAMAGE TO THE ACFT. NO ONE WAS ON THE ROAD AT TIME OF LNDG. I WAS THE SOLE OCCUPANT OF ACFT.

Synopsis :

FREEZING RAIN FORCED ACFT TO LAND ON A ROAD.

Time

Date : 199902

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IND.Airport

State Reference : IN

Altitude.MSL.Bound Lower : 4500

Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : IND.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Component / 1

Aircraft Component : Pitot/Static Ice System

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Observation : Passenger

Experience.Flight Time.Total : 1100

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 50

ASRS Report : 428524

Person / 2

Function.Controller : Approach

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

CRUISING AT 9000 FT, BEGAN INADVERTENTLY ACCRETING ICE. REQUESTED A DSCNT TO 5000 FT. IN THE DSCNT, THE STATIC PORTS SEEMINGLY ICED OVER CAUSING ALTIMETER TO FREEZE AT 5000 FT. ONCE THE STATIC SOURCE WAS RESTORED, ALTIMETER NEEDLE JUMPED TO 4500 FT AND WE WERE THEN ALERTED BY ATC. AFTER LEVELING AT 5000 FT WITH RESTORED SYS, FLT WAS UNEVENTFUL. THE ICING CONDITIONS ONLY PRODUCED A TRACE OF RIME ICE ACCRETION. THE ICING CONDITIONS WERE NOT FORECAST FOR OUR RTE OF FLT.

Synopsis :

LIGHT SINGLE ENG ACFT PLT DSNDSD THROUGH CLRED ALT DUE TO STATIC PORT ICING IN IND AIRSPACE.

Time

Date : 199902

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZOB.ARTCC

State Reference : OH

Altitude.MSL.Bound Lower : 12000

Altitude.MSL.Bound Upper : 12400

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Turbo Commander 690C

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 9600

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 400

ASRS Report : 428645

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : Altitude Alert

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD JUST LEVELED OFF AT 12000 FT AS I ENCOUNTERED ICING (LIGHT) CONDITIONS. THE CLB WAS BEING CONDUCTED WITH AUTOPLT ENGAGED. AT 11500 FT, I DECREASED RATE OF CLB TO 500 FPM AND ENGAGED ALT HOLD AT 12000 FT. I THEN PLACED MY ATTN ON THE OVERHEAD SWITCH PANEL TO SELECT PROP DEICE AND WINDSHIELD HEAT AND TO VERIFY THAT ENG IGNITION WAS ON. (ENG ANTI-ICE IS ANNUNCIATED ON A LOWER ANNUNCIATOR PANEL AND WAS OBSERVED TO BE ACTIVATED.) AT THAT MOMENT, THE ALT ALERTER GAVE AN AURAL ALERT THAT TARGET ALT WAS EXCEEDED AND I LOOKED AT FLT INSTS TO FIND THE ACFT IN AN UNCOMMANDED NOSE HIGH, WINGS LEVEL CLB AT 1100 FPM. I IMMEDIATELY TOOK MANUAL CTL OF THE YOKE, PITCHING DOWN AND SIMULTANEOUSLY DISENGAGING THE AUTOPLT. I RECOVERED AT 12400 FT AS ATC ALERTED ME TO TFC IN MY VICINITY. I TRIMMED THE ACFT AND CAUTIOUSLY RE-ENGAGED THE AUTOPLT WHICH FUNCTIONED CORRECTLY FOR THE DURATION OF THE FLT. I BELIEVE THIS OCCURRED BECAUSE OF THE MULTI TASKING INVOLVED WITH SIMULTANEOUS LEVELING OFF AND ENCOUNTER WITH ICING CONDITIONS. THE ALT ALERTER SERVED ITS PURPOSE AND THIS WAS A NEVER BEFORE OBSERVED AUTOPLT MALFUNCTION IN THIS PARTICULAR ACFT.

Synopsis :

AN AC690B FAILED TO LEVEL OFF AT ASSIGNED ALT OF 12000 FT.

Time

Date : 199902

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 11200

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC

Make Model : PA-34-220t Turbo Seneca Iii

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1950

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 1400

ASRS Report : 429074

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS CLRED FROM 14500 FT (VFR ON TOP) TO 12000 FT (IFR) WITH VECTORS TO ECA VOR. AS I DSNDED TO 12000 FT IN IMC, I STARTED TO PICK UP ICE. I WAS FOCUSED ON THE ICE BUILDUP ON THE WINGS FOR THE PROPER TIME TO INFLATE THE BOOTS. I MISSED 12000 FT AND DSNDED TO ABOUT 11200 FT. THE WK BEFORE, THE BOOTS DIDN'T KNOCK THE ICE OFF AS MUCH AS I HAD EXPECTED AND THIS TIME I WANTED TO HIT THE BOOTS AS EARLY AS APPROPRIATE, BUT NOT TOO EARLY. I CONCENTRATED ON THE ICE PROB, IGNORING MY ALT.

Synopsis :

ACFT FAILED TO MAINTAIN ASSIGNED ALT.

Time

Date : 199902

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GVL.Airport

State Reference : GA

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 13500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Make Model : Experimental Aircraft

Aircraft / 2

Controlling Facilities.ARTCC : ZTL.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 800

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 20

ASRS Report : 429152

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.ATC Equipment.Other ATC Equipment : mode c

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DUE TO ICING, I WAS FLYING, WITH PERMISSION, AROUND CLOUDS. I THOUGHT I WAS CLRED TO 16000 FT. THEN I HEARD 'I NEED YOU AT 13000 FT FOR TFC.' I MUST HAVE BEEN AT 13500 FT. I BEGAN TO DSND. I HAD THE TFC IN SIGHT. HE THEN CLRED ME FOR FL220. LATER HE CALLED ME AND SAID I BROKE MINIMUMS. I WAS CIRCLING TO CLB EARLIER TO AVOID ICING. THE CTLR SHOULD HAVE TOLD ME TO CIRCLE WHERE I WAS. BUT THERE WAS NO CONFLICT ANYWAY WITH TFC SINCE I COULD SEE IT ANYWAY. DID THE FIRST CTLR IN ATLANTA NOT TELL THE SECOND ONE ABOUT THE ICING PROB? HAD I BEGUN TO BUILD ICE, I WOULD HAVE TURNED AROUND IMMEDIATELY. WINTER FLYING, WITHOUT ANTI-ICE IS TOUGH ENOUGH. WE NEED THE CTLR'S HELP.

Synopsis :

THE PVT PLT OF A LANCAIR IVP CLBED ABOVE HIS ASSIGNED ALT WHILE MANEUVERING TO AVOID CLOUDS AND ICING.

Time

Date : 199902

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : UT

Altitude.MSL.Single Value : 12300

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : S56.TRACON

Make Model : Skyhawk 172/Cutlass 172

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 220

Experience.Flight Time.Last 90 Days : 65

Experience.Flight Time.Type : 60

ASRS Report : 429179

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Inflight Encounter : VFR In IMC

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Adverse Environment

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I TOOK OFF FROM PARIS, ID, WITH VFR CONDITIONS. I CLBED OUT TO 12000 FT. I THEN DECIDED TO GET ACROSS THE MOUNTAINS, I WOULD CLB TO 13000 FT APPROX 5-10 MINS. FROM THERE, I TRIED TO TUNE IN THE MALAD VOR, IDENTED AND KEPT ON MY HDG. THE VOR, AFTER A SHORT TIME, ACTED LIKE IT WASN'T WORKING, SO I TRIED TO IDENT ANOTHER ONE, WHICH ALSO WOULD NOT TRACK PROPERLY. AT THIS TIME WE WERE VFR ON TOP AND IN VERY CLOSE PROX TO THE MOUNTAINS, SO I DECIDED THAT THE NAV RADIOS WERE USELESS AND THAT WE WOULD TURN BACK. BUT THE CLOUDS WERE STARTING TO BUILD WITH VERT DEVELOPMENT AND I COULDN'T GET BACK. THEY HAD TWRED ALL AROUND, SO THIS IS THE NEXT THING THAT WENT WRONG. FIRST THE NOT SO MARGINAL WX OF 10 MI VISIBILITY, 4800 FT AGL, BROKEN (VFR) AT THE DEST, THEN THE ACTUAL DECISION TO GO, THEN THE NAV RADIOS, THEN THE CLOUDS AND THEN A CLOUD FROM BENEATH ME. I SUPPOSE BECAUSE I DIDN'T FLY DIRECTLY INTO IT CAME FROM BELOW AND IMMEDIATELY I WAS IMC AND BUILDING ICE VERY RAPIDLY. FULL PWR AND A CLB ATTITUDE WAS PRODUCING 1200 FPM DSCNT, SO I PUT THE RADIOS ON 121.5 AND THE ONLY RESPONSE I RECEIVED WAS AN ACR PLT. HE SAID HE WOULD GET ME SOME HELP. I THEN WAS TURNED OVER TO SLC APCH, WHICH WAS NO HELP WHATSOEVER. I SAID PAN PAN, WHICH DIDN'T EXCITE THEM AT ALL. HE TOLD ME TO STAND BY. THEN HE WENT ABOUT HIS NORMAL BUSINESS. I THEN, VERY PANIC STRICKEN, ASKED FOR VECTORS AWAY FROM THE TERRAIN. I BELIEVE IT WAS ANOTHER STANDBY, THEN HE TOLD ME I WAS DIRECTLY OVER THE LGU VOR. I TOLD HIM NEGATIVE, I WAS 7.8 MI OUT FROM THIS POINT. I BELIEVE HE WENT BACK TO HIS ROUTINE. I SHOULD HAVE SAID MAYDAY I GUESS AND SQUAWKED 7700, BUT I WAS JUST TOO BUSY TRYING TO FLY THE PLANE. I BROKE OUT AND THEN FLEW A VISUAL TO THE ARPT. A LOT WENT WRONG THAT DAY, POOR JUDGEMENT, FAULTY EQUIP, POOR CTRLR-TO-PLT COM.

Synopsis :

PLT OF A C172 DEPARTS WITH VFR CONDITIONS AND DISCOVERS HIS VOR NAV EQUIP IS NOT WORKING PROPERLY. WHILE TRYING TO GET ACROSS SOME MOUNTAINS, HE FINDS HIMSELF IN IMC AND EXPERIENCING ICING, UNABLE TO CLB. BROADCASTING ON 121 PT 5 HE IS ABLE TO CONTACT APCH, BUT HAVING USED 'PAN PAN' RATHER THAN 'MAY DAY' HE IS NOT OFFERED MUCH HELP. HE FINALLY BREAKS OUT OF IMC AND FINDS THE ARPT.

Time

Date : 199902

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ISZ.Airport

State Reference : OH

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : CVG.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 2300

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 1500

ASRS Report : 429314

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

HAD BEEN AIRBORNE FOR ABOUT 40 MINS CONDUCTING INST TRAINING AT AND BELOW 3000 FT. HAD BEEN CLRED FOR LOC 29 APCH AT HAO, OH. ICE BEGAN BUILDING UP AT 16 MI E OF HAO JUST PRIOR TO BEING ESTABLISHED ON THE LOC. DURING THE NEXT 6 MI, WHILE ESTABLISHED ON THE LOC, THE ACFT COULD NOT MAINTAIN ALT AND BY 9 MI FROM ARPT THE ACFT HAD DSNDED TO 2000 FT. APCH CTL DECLARED EMER SINCE WE HAD DSNDED BELOW THE MVA. THEY POINTED OUT THAT BLUE ASH ARPT (ISZ) WAS 2-3 MI CLOSER THAN HAMILTON, AND ASKED OUR INTENTIONS. WE REQUESTED VECTORS TO BLUE ASH. INITIAL VECTOR WAS HDG 200 DEGS THEN TURNED L TO 180 DEGS. UNEVENTFUL LNDG.

Synopsis :

APCH CTLR DECLARED AN EMER FOR THE INSTRUCTOR OF AN SEL SMA INST TRAINING FLT CLRED FOR A LOC APCH SINCE THE PLT ADVISED THAT HE COULD NOT HOLD ASSIGNED ALT DUE TO ICING UP. THE CTLR DIRECTED THE RPTR TO ANOTHER NEARBY ARPT WHERE A SUCCESSFUL LNDG WAS MADE.

Time

Date : 199903

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : PA

Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-32 Cherokee Six/Lance/Saratoga

Component / 1

Aircraft Component : Exhaust Pipe

Aircraft Reference : X

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 2000

Experience.Flight Time.Type : 35

ASRS Report : 430097

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

2 1/2 HRS INTO ROUTINE IFR FLT IN VFR CONDITIONS ABOVE BROKEN/SCATTERED CLOUD LAYER (TOPS 4000-8000 FT) AT 11000 FT MSL. FIRST NOTICED POOR ALT HOLD OF AUTOPLT AND SHUT IT OFF, THEN FOUND I COULD NOT HOLD ALT MANUALLY, EVEN AT FULL PWR AND AT HIGH ANGLE OF ATTACK. AIRSPD WENT DOWN TO 80 KTS. ATC NOTIFIED AND REQUESTED 9000 FT. OUTSIDE AIR TEMP WAS QUITE COLD (-20 DEGS C), TRIED ALTERNATE ENG AIR WITH NO EFFECT, TRIED LEANING, RICHENING, MAGNETOS WITH NO EFFECT. FUEL FLOW NORMAL AND GEM ENG MONITOR SHOWED ALL CYLINDERS SIMILAR, AND RESPONDED NORMALLY TO LEANING. OIL PRESSURE MAY HAVE DROPPED, BUT OIL TEMP DID NOT GO UP SIGNIFICANTLY ATTITUDE AND NAV INSTS WERE NORMAL. DECLARED EMER AND REQUESTED VECTORS TO NEAREST ARPT SCRANTON-WILKESBARRE. IN THE DSCNT THROUGH THE CLOUDS, TRACE ICE (RIME) ACCUMULATED ON THE PLANE. WX RPT INFLT APPROX 30 MINS EARLIER HAD NO PIREPS OF ICING. LANDED WITHOUT ANY DAMAGE OR INJURIES, AND NO ICE WAS ON THE PLANE ON THE GND. OIL QTY REMAINING WAS LOW, AND BOTTOM OF PLANE OIL SOAKED. BREATHER FROZE UP?? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE GRADUAL LOSS OF PWR WAS CAUSED BY OBSTRUCTIONS IN THE 3 EXHAUST MUFFLERS. THE RPTR SAID EACH MUFFLER IS FED BY 2 CYLINDERS SO THE EXHAUST GAS TEMP WHILE HIGH WAS THE SAME IN EACH CYLINDER. THE RPTR SAID A BAFFLE BROKE LOOSE IN EACH MUFFLER AND BLOCKED THE EXHAUST OUTLET PIPE FROM THE MUFFLER. THE RPTR SAID THE TECHNICIAN AT THE LAST ANNUAL INSPECTION RPTED SMALL SEGMENTS BEING BROKEN OFF THE INTERIOR BAFFLE OF THE MUFFLER BUT IT APPEARED AS NORMAL WEAR. THE RPTR STATED THE ENG WAS A LYCOMING 10-054OK1G5D. THE RPTR SAID ALL 3 MUFFLERS WERE REPLACED AND ENG OP WAS RESTORED TO NORMAL.

Synopsis :

A PIREP PA32-300 IN CRUISE AT 11000 FT DECLARED AN EMER AND DIVERTED DUE TO LOSS OF PWR CAUSED BY EXHAUST GAS OBSTRUCTIONS.

Time

Date : 199903

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : MI

Altitude.MSL.Bound Lower : 2200

Altitude.MSL.Bound Upper : 2800

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Bonanza 35

Aircraft / 2

Make Model : Bonanza 35

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1700

Experience.Flight Time.Last 90 Days : 24

Experience.Flight Time.Type : 700

ASRS Report : 431025

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Other Personnel : FSS Specialist

Events

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Assigned Or Threatened Penalties

Supplementary

Problem Areas : ATC Human Performance

Narrative :

I FLEW THE FLT ON THE EVENING OF MAR/XA/99 AS USUAL. I CHKED THE WX ON TV WX SHOWS AND ONLINE WX SVCS. THE WX WAS PROJECTED TO DETERIORATE THROUGHOUT THE AFTERNOON STARTING WITH DECLINING TEMPS JUST ABOVE FREEZING WITH RAIN AND TOPS TO 16000 FT IN THE INDIANA AREA AND PROJECTED TO START SNOWING IN MICHIGAN AT XX00. VFR WX WAS PREDICTED THROUGHOUT. I DEPARTED AT XA30 FROM 6I4 EXPECTING WINDS FROM THE N. THE FLT WAS WITHOUT INCIDENT IN VFR CONDITIONS, WITHOUT ICING, THROUGHOUT THE FLT. I FLEW THROUGH RAIN THROUGHOUT INDIANA AND THEN ENCOUNTERED INCREASED HEADWINDS AND SNOW THROUGHOUT MICHIGAN. AS I FLEW, I MONITORED THE RTE VISUALLY WITH THE ASSISTANCE OF GPS MAP, LORAN, VOR AND ADF. ALT WAS MONITORED BY THE GPS AND ALTIMETER, WHICH WAS TUNED AT RPTING POINTS. I MONITORED THE RADIO FREQS OF KOKOMO, FORT WAYNE, JACKSON AND FLINT. WHEN NEARING JACKSON I WAS IN SNOW, VFR WITH 5 MI VISIBILITY CLR OF CLOUDS. I TUNED TO THE ARPT ADVISORY ATIS, AND FOUND THAT THE TWR WAS CLOSED. I USUALLY CAN OBTAIN CLRNC TO OVERFLY THE ARPT AT NIGHT, AS THERE IS LITTLE TFC IN THE AREA. I MONITORED THE UNICOM FREQ AND TUNED TO LANSING RADIO. AS I TUNED THE RADIO I HEARD THE CTLR WORKING IFR TFC. HE WAS RPTING MY POS TO THE AIRPLANE HIGHER AND MI IN FRONT OF ME, WHO RPTED IMC AT HIS ALT ASSIGNED AS 3000 FT. THEY DECIDED TO CLB TO 5000 FT. MY XPONDER RPTED 150 HIGH WITHIN TOLERANCE AND THEY RPTED ME AT 3000 FT. MY ALTIMETER WAS AT THE RPTED ALTIMETER FOR FORT WAYNE, IN. I MONITORED THEIR CONVERSATION AND CONTINUED ON MY FLT VFR IN HVY SNOW SHOWERS TOWARD FLINT REDUCING ALT AS CONDITIONS DICTATED TO MAINTAIN VFR. MINIMUM ALTS FOR SAFE TRAVEL IN THE LOCATION ARE NOTED ON GOV CHARTS AT 2700 FT AND NO TWRS OR OBSTRUCTIONS ARE IN THE AREA ABOVE 2200 FT. MINIMUM IFR ALT FOR COVERAGE IN THE AREA IS 3000 FT OUTSIDE OF CTLED AIRSPACE AROUND ARPTS. I THEN RECEIVED THE LATEST ATIS FROM FLINT AND THEY RPTED HVY SNOW AND IFR CONDITIONS. I WAITED UNTIL I ARRIVED IN THEIR CTL SPACE AND REQUESTED AND RECEIVED AN IFR CLRNC INTO FLINT, WHICH WAS COMPLETED WITHOUT INCIDENT. I WAS TOLD TO CLB TO 3000 FT, AT WHICH TIME I ENCOUNTERED IFR CONDITIONS TO COMMENCE RADAR VECTORS TO THE APCH. AFTER PARKING AT FBO, I WAS ASKED TO CALL LANSING RADIO. I CONTACTED HIM AND HE RETURNED MY CALL AT MY MICHIGAN LOCATION. HE WAS VERY NICE AND EXPRESSED HIS CONCERNS AND I ANSWERED THEM AS I HAVE ABOVE. I STATED THAT I DID NOT JOIN IN HIS CONVERSATIONS CTING IFR TFC AS MY POS AND RPTED ALT WAS WELL KNOWN. I NEVER FLY WITHOUT MY ENCODING ALTIMETER RPTING, AS I FLY MANY HRS IFR AND KNOW THAT THE INFO IS ESSENTIAL TO OTHERS AND MYSELF. CONTRIBUTING FACTORS INVOLVED IN THE CALL WERE DECLINING GND VISIBILITY IN MICHIGAN THAT CAME EARLIER THAN EXPECTED AND THE FACT THAT WX CONDITIONS IN INDIANA FAVORED A VFR FLT AT BELOW FREEZING LEVELS ABOVE AN IFR FLT AT HIGHER ALTS. I HAVE REVIEWED THIS FLT IN MY MIND AND WITH OTHER KNOWLEDGEABLE INSTRUCTOR PLTS. I COULD HAVE FILED FOR AN IFR FLT OR ASKED FOR A VFR ON TOP, ON ENTERING MICHIGAN, AND COULD HAVE FLOWN AT HIGHER ALTS WITHOUT ANY ENCOUNTER WITH ICING. I WOULD HOPE IN THE FUTURE, AS I HAVE EXPERIENCED IN THE PAST, THAT ANY CTLR WORRIED ABOUT VFR TFC IN HIS AREA WOULD HAVE ANNOUNCED HIS DESIRE TO COMMUNICATE. I COULD HAVE PROVIDED THE INFO AS TO MY LOCATION AND FLT CONDITIONS WHILE IN THE AIR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED HE REMAINED IN VFR FLT CONDITIONS THE ENTIRE FLT. HE WAS AWARE OF PRESENCE OF THE ACFT AHEAD OF HIM AND MAINTAINED AN FSS LISTENING WATCH DURING WHICH THE PRECEDING ACFT ELECTED TO CLB. THE PLT MADE NO ATTEMPT TO ESTABLISH RADIO CONTACT WITH FSS AS HE WAS VFR. THE PLT STATED HE KNEW THAT THE CLOSED TWR REMOVED THE AIRSPACE FROM CLASS C TO CLASS G AFTER TWR CLOSING. NEARING THE ARPT HE CONTACTED FSS FOR ADVISORIES AND WAS ASKED TO CALL AFTER LNDG TO DISCUSS THE TFC SEPARATION CONCERNS AND TWR CLOSURE. HE WAS LATER CONTACTED BY THE FAA WHO ADVISED HIM OF A REQUIRED REFRESHER GND SCHOOL TO AVOID ANY ACTION. THE PLT INFORMED THE FAA THAT AN ASRS RPT HAD BEEN FILED BUT THE REFRESHER COURSE WAS STILL REQUIRED. RATHER THAN CONTEST THE REQUIRED REFRESHER COURSE THE PLT ELECTED TO COMPLY WITH THE REQUIREMENT. DURING THE COURSE OF THE CALLBACK THE PLT EXPRESSED 2 CONCERNS. IT IS THE PLT'S OPINION THAT THERE HAD BEEN NO LOSS OF SEPARATION AND THAT HE HAD LANDED AT A CLASS G ARPT AS IS NOTED IN THE AFD. THE PLT STATED THAT HE FELT THERE SHOULD HAVE BEEN NO REQUIRED TRAINING AND HE IS CONCERNED THAT HIS RECORDS CONTAINED A RECORD OF THIS EVENT IN SPITE OF FILING AN ASRS RPT.

Synopsis :

PLT MAINTAINING VFR IN SNOWY FLT CONDITIONS OVERHEARD FSS ISSUE A CLB CLRNC TO AN ACFT TO INCREASE SEPARATION BTWN THE 2 ACFT. UPON LNDG CONTACT WITH FSS PLT LEARNED OF SEPARATION CONCERNS AND OF ENTRY INTO CLASS G AIRSPACE WITHOUT CLRNC.

Time

Date : 199903

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : OK

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Component / 1

Aircraft Component : Cargo Door

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1650

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 400

ASRS Report : 431115

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Narrative :

DEPARTED ICT ENRTE TO DAL. I WAS IFR AT 9000 FT. WHEN I WAS 35 MI NE OF ARDMORE, THE TOP AFT CARGO DOOR OPENED. I DECLARED AN EMER AND REQUESTED VECTORS FOR THE CLOSEST ARPT. AT THE TIME I WAS IMC, SINGLE PLT, IN TURB, PICKING UP MODERATE ICE. I FELT THAT DECLARING AN EMER WAS THE BEST THING. I WAS SCARED THE DOOR MIGHT FLY OFF AND HIT THE TAIL. IN THE FUTURE I WILL BE SURE TO DOUBLECHK THE DOOR.

Synopsis :

AIR TAXI PLT DECLARES AN EMER AND DIVERTS TO LAND AFTER CARGO DOOR OPENS INFLT IN ZFW AIRSPACE.

Time

Date : 199903
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MYR.Airport
State Reference : SC
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 8500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MYR.TRACON
Controlling Facilities.Tower : MYR.Tower
Make Model : Cessna 150

Component / 1

Aircraft Component : Reciprocating Engine Assembly
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Instruction : Instructor
Experience.Flight Time.Total : 328
Experience.Flight Time.Last 90 Days : 47
Experience.Flight Time.Type : 127
ASRS Report : 431310

Person / 2

Function.Instruction : Trainee
Experience.Flight Time.Total : 152
Experience.Flight Time.Last 90 Days : 39
Experience.Flight Time.Type : 35
ASRS Report : 431311

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE JUST TOOK OFF OUT OF ILM WITH FULL FUEL AND IT WAS A VERY CLR DAY, CAVU. WE DECIDED TO CLB TO 8500 FT FOR BETTER PERFORMANCE AND SAFETY. THE PLANE WAS TRIMMED FOR CRUISE AND THE MIXTURE LEANED. THE RPM WAS SET AT 2400. WE WERE APCHING MYR ARPT WHEN THE RPM DROPPED TO APPROX 100. THE ENG STARTED TO COUGH. THE PROP ALMOST STOPPED, BUT CONTINUED AT A ROUGH SETTING. I PUT THE MIXTURE TO FULL RICH AND THE CARB HEAT ON. THE ENG STARTED TO THEN RUN AGAIN, BUT QUICKLY WENT BACK TO A ROUGH SETTING. I CONTACTED MYR APCH, WHOM WAS GIVING ME FLT FOLLOWING, AND TOLD THEM I WAS EXPERIENCING ENG PROBS AND WOULD NEED TO LAND TO HAVE IT CHKED OUT. SHORTLY AFTER THAT, THE ENG ALMOST COMPLETELY CUT OFF, BUT THEN CAUGHT AGAIN. AT THAT POINT, I DECLARED AN EMER, AND KNEW THAT WE NEEDED TO GET ON THE GND. WE WERE AT 8500 FT OVER THE ARPT, SO I WASN'T THAT WORRIED. I WAS GIVEN PERMISSION TO CIRCLE DOWN WHILE DSNDING AND LAND ON RWY 17. IT TOOK A WHILE TO CIRCLE DOWN, LOSING ABOUT 500 FPM. I WAS ASKED HOW MANY SOULS ABOARD AND FUEL REMAINING. COMS WERE THEN XFERRED TO TWR AFTER REACHING A LOWER ALT. I LANDED THE PLANE SAFELY WITH ENG PWR ON RWY 17. I WAS ASKED IF I COULD TAXI OR NEEDED ASSISTANCE. I TOLD THE TWR I HAD PWR TO TAXI. I TAXIED TO THE GA AREA AND SPOKE WITH THE RESCUE CREW. THEY TOOK MY NAME, PHONE NUMBER, AND ADDRESS. I ASKED IF I NEEDED TO FILL OUT ANY MORE PAPERWORK OR CONTACT ANYONE, AND THEY SAID NO. AN A&P MECH LOOKED AT THE ACFT AND COULD NOT FIND ANYTHING WRONG, EXCEPT THE THROTTLE WAS SET TOO LOW. YOU COULD PULL PWR TO IDLE AND WAIT A FEW SECONDS AND THE ENG WOULD STOP. I BELIEVE WE ENCOUNTERED CARB ICE. THE THING THAT TOOK ME BY SURPRISE WAS THAT I WAS ALWAYS UNDER THE ASSUMPTION YOU COULD NOT GET CARB ICE UNLESS YOU WERE IN VISIBLE MOISTURE. THE SKY WAS CLR AND THERE WAS NOT A CLOUD IN SIGHT. THE TEMP WAS ALSO ABOVE THE FREEZING LEVEL. THE OTHER THING IS THAT I THOUGHT WITH CARB ICE, THE RPM SLOWLY DROPS, NOT AN INSTANT DROP TO IDLE. THE A&P SAID WE PROBABLY ENCOUNTERED CLR AIR ICE AND WHEN THE CARB GOT CLOGGED UP, THE ENG WENT TO AN IDLE SETTING. AND BECAUSE THE IDLE WAS SET SO LOW, THAT IS WHY THE ENG WAS ABOUT TO QUIT. THE WAY THIS COULD HAVE BEEN PREVENTED WOULD HAVE BEEN TO HAVE THE THROTTLE SET HIGHER BEFORE FLYING AND TO KNOW THAT EVEN THOUGH YOU ARE NOT IN VISIBLE MOISTURE, AND THE TEMP IS ABOVE FREEZING, YOU CAN STILL ENCOUNTER CARB ICE. IF WE HAD KNOWN HOW MUCH THE AIR COOLS GOING THROUGH THE CARB, WE COULD HAVE SUBTRACTED THAT FROM THE OUTSIDE AIR TEMP AND CHOSEN A SAFER ALT.

Synopsis :

INSTRUCTOR PLT IN A C150, WITH A PVT PLT STUDENT ON A XCOUNTRY TRAINING FLT, DECLARED AN EMER AND DIVERTED TO LAND AFTER THE ENG LOST PWR AND ALMOST QUIT ON SEVERAL OCCASIONS.

Time

Date : 199903

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FAY.Airport

State Reference : NC

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : FAY.TRACON

Make Model : Commander 112A

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13925

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 400

ASRS Report : 432303

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Environmental Factor

Narrative :

WAS CLRED BY FO APCH CTL TO MAINTAIN 5000 FT GPS DIRECT ORF. ABOUT 15 MINS LATER AT 5000 FT, MY WINDSHIELD ICED OVER WITH CLR ICE. I IMMEDIATELY REQUESTED 4000 FT, WAS APPROVED AND ICE DISSIPATED. TURNED OVER TO FAY APCH AT 4000 FT AND ESTABLISHED CONTACT WITH FAY APCH. SOME TIME LATER, I RECEIVED A XMISSION FROM FAY APCH TO SQUAWK IDENTs. I DID SO. THEY THEN CLRED ME TO 5000 FT IMMEDIATELY. I TOLD THEM NO, AS I HAD PICKED UP CLR ICE AT 5000 FT. A FEW MINS LATER, THEY TOLD ME TO TURN TO 290 DEGS, WHICH I COMPLIED AT 4000 FT. I THEN ASKED THEM HOW LONG ON THIS HDG AND THEY SAID UNTIL YOU DSND TO 3000 FT MSL, WHICH I DID. THEY THEN TOLD ME TO RESUME NORMAL NAV TO ORF, WHICH I DID.

Synopsis :

GA CREW OF COMMANDER 112-A ENCOUNTERS ICING NEAR FAY.

Time

Date : 199903

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DLS.Airport

State Reference : OR

Altitude.MSL.Bound Lower : 18000

Altitude.MSL.Bound Upper : 20000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2300

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Type : 350

ASRS Report : 432763

Person / 2

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING ABOVE THE OVCST AT BELOW FL180. I KNEW THE DALLES WAS OPEN WITH SCATTERED CLOUDS. THE OVCST WAS LOADED WITH ICE. I HAD TO PROCEED TO JUST BELOW FL200 TO STAY ON TOP. THIS LASTED APPROX 8-12 MINS, THEN I LET DOWN THROUGH BROKEN OVCST TO THE DALLES.

Synopsis :

A NON INST RATED PLT FLYING A TWIN ENG ACFT ON A VFR FLT PLAN INTENTIONALLY FLEW ABOVE FL180 TO AVOID CLOUDS.

Time

Date : 199904

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TVL.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 15000

Altitude.MSL.Bound Upper : 17000

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 95

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 15

ASRS Report : 432809

Person / 2

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I DEPARTED RENO/TAHOE ARPT, DEST OF REDDING, ON VFR DIRECT FLT. THE DEP TIME WAS ABOUT XA00. THE WX OVER THE SIERRAS LOOKED OMINOUS, BUT THE SKY WAS CLR AND UNRESTR VISIBILITY TO THE S. I ELECTED TO DEPART AND FLY S FAR ENOUGH UNTIL I COULD CROSS OVER THE SIERRAS TO THE W SAFELY. AFTER FLYING S FOR 40-50 NM, WE HAD CLR CONDITIONS TO THE W AND I DECIDED TO HEAD FOR THE VALLEY. AFTER TURNING TO THE W, I TRAVELED FOR APPROX 30-40 MI AND NOTICED THAT THE PREVIOUS BLUE SKIES WERE BECOMING CLOUDY, THE WX WAS RISING UP ALL AROUND ME AND I COULD NOT OUT CLB IT. I IMMEDIATELY CONTACTED ZOA TO INFORM THEM OF MY SIT AND REQUEST ASSISTANCE AND VECTORING OUT OF THE AREA. WITHIN MINS MY PLANE WAS ENGULFED IN CLOUDS THAT I COULD NOT NAV AROUND OR ABOVE. I CLBED AS HIGH AS I COULD UNDER VFR TO 17000 FT, BUT WAS STILL IN NEARLY IFR CONDITIONS. I TOLD ZOA THAT I WAS NOT IFR RATED AND NEEDED SOME HELP. THE PLANE WAS AT NO TIME UNDER ANY LOSS OF CTL, BUT I WAS TAKING ON ICE AND VERY NERVOUS AS A RESULT OF THAT. THE CTLR VECTORED ME TO 210 DEGS S AND MAINTAIN ALT, WHICH I DID. THIS PLACED ME RIGHT THROUGH SOME HEAVIER CLOUD FORMATION THAT I COULD NOT AVOID. MY WINGS WERE GATHERING MORE ICE AND I DID NOT WANT TO USE ANY SUDDEN NAV CHANGES. I KEPT MY FL182 ON AUTOPLT AND USED MY DIRECTIONAL GYRO FOR HDGS. THANKS TO THE HELP FROM ZOA, I CLRED THE CONDITIONS APPROX 15 MI E OF SAC MATHER, AT WHICH POINT IT WAS CLR VFR TO REDDING. THANK GOD FOR ZOA!

Synopsis :

A C182 PLT ENCOUNTERED WX DURING A VFR FLT AND ARTCC ASSISTED THE NON INST RATED PLT SAFELY THROUGH ICING CONDITIONS TO HIS DEST.

Time

Date : 199904

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : MD

Altitude.MSL.Single Value : 11500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : Bonanza 35

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2700

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 1100

ASRS Report : 433075

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON A RETURN TRIP FROM CDN, I HAD CHKED WX AT XA00 OR XB00 IN THE AFTERNOON AND THERE WAS SOME CHANCE OF TSTMS. THE TOPS RPTS THAT AT THAT TIME, UNDER 9000 FT, IT WOULD BE BEST TO JUST POP OVER THIS AREA OF RAIN SHOWERS AND VFR CONDITIONS AND SHORTEN MY RTE HOME. WE HAD NO TROUBLE UNTIL WE ARRIVED IN THE RICHMOND AREA. I HAD CLBED TO 11500 FT AND BEGAN TO HAVE SOME TROUBLE MAINTAINING VFR. AT THAT TIME, I CALLED THE CTLR IN THE RICHMOND SECTOR AND HE TOLD ME HE COULD TAKE ME IFR. I DECIDED TO GO THAT WAY, BUT HE TURNED ME TOWARDS PATUXENT. I CHKED WITH LEESBURG RADIO AND THEY SAID THERE WAS SOME TSTM ACTIVITY IN THAT AREA, BUT HE DID NOT HAVE ANY PIREPS. I CALLED THE CTLR BACK, CONCERNED ABOUT THE LONG ROUTING. THE CTLR SAID THAT WAS THE WAY I HAD TO GO. PROCEEDING IN THAT DIRECTION, OUR FLT BECAME CONTINUOUSLY MORE TURBULENT. ALTHOUGH MY PAX WERE COMPLAINING, IT DID NOT SEEM TOO SEVERE. APCHING PATUXENT, IT APPEARED THAT THE WX WAS QUITE SEVERE. LOOKING AT MY STORM SCOPE, THE TSTMS WERE NOW MORE BEHIND ME THAN IN FRONT. AT THAT TIME, I WAS SWITCHED OVER TO A WASHINGTON CTLR WHO WAS BUSY WITH A LOT OF ACTIVITY. I NOTED VERY MANY OF MY XMISSIONS WERE NOT HEARD NOR RESPONDED TO DURING THE ELECTRICAL STORM. MANY OF THE OBJECTS INSIDE THE AIRPLANE HAD BEEN THROWN ABOUT IN SEVERE TURB. AT NO TIME DID I FEEL I WAS LOSING CTL OF THE ACFT OR ITS ABILITY TO FLY. I JUST KNEW THAT MY CONCENTRATION WAS NEEDED DURING THIS TIME OF SEVERE TURB. I HAD CONSIDERED TURNING AROUND EXCEPT I COULD NOT QUITE GET THE CTLR. AT ONE POINT, THE CTLR TOLD ME THAT IT WAS CLR TO THE E. THAT SEEMED TO AGREE WITH MY STORM SCOPE. I TURNED TO A HDG THAT WOULD GET ME CLR OF THE CLOUDS. SHE SEEMED CONTINUOUSLY BUSY WITH OTHER ACFT AND REQUESTED THAT I RETURN BACK TO A HDG AT ONE POINT OF 270 DEGS, WHICH WOULD HAVE JUST DIRECTED ME BACK INTO THE AREA I HAD JUST GONE THROUGH. AT THIS TIME, I DECIDED I HAD A FAIRLY EMERGENT SIT AND I CONCENTRATED ON FLYING THE AIRPLANE. SUDDENLY, I WAS BROUGHT INTO AN ENORMOUS UPDRAFT. IN ORDER TO MAINTAIN A MANEUVERING SPD, I HAD TO ALLOW THE PLANE TO GO UP ALMOST 3000 FT IN A LITTLE LESS THAN 60 SECONDS. THERE WAS NOT ENOUGH CHANCE TO REALLY NOTIFY THE CTLR. MY EYES WERE GLUED TO THE ALTIMETER AS I ROSE TO NEAR 15500 FT IN JUST 1-2 MINS. MY PERCEPTION OF THE ACTIVITY WAS THAT WE HAD TO PASS THROUGH THE WORST OF THE TURB AND LIGHTNING. I WAS A LITTLE CONCERNED ABOUT BOTHERING THE CTLR AS THERE HAD BEEN ANOTHER ACFT RPTING A LIGHTNING STRIKE. SHE ASKED IF THAT PERSON WANTED TO DECLARE AN EMER. THEY SAID NO. I WAS WONDERING IF I SHOULD BE DECLARING AN EMER BECAUSE OF MY ALTDEVS. THE CTLR WAS REQUESTING MANEUVERS AND CHANGES OF ATTITUDE AND SPD THAT WERE NO CONSISTENT WITH MY ACFT PERFORMANCE. I WOULD HAVE GONE WELL PAST THE REDLINE IN AN ATTEMPT TO KEEP THE ACFT AT ALT BY DIVING DURING THE UPDRAFTS. WHEN I WAS BROUGHT DOWN IN THE DOWNDRAFTS, THERE WAS NO WAY THAT MY AIRPLANE COULD OVERCOME THIS TREMENDOUS DOWNDRAFT ACTIVITY. I THINK AT ONE POINT I DSNDED AGAIN TO 12000 FT IN JUST A MATTER OF MOMENTS. AT THIS TIME, I MADE A VERY CLR DECISION THAT I WAS GOING TO FLY THE AIRPLANE, MAINTAIN AIRSPD AND ATTITUDE, FORGET ABOUT ALT AND HDG AND GET THROUGH THE WORST OF THE ACTIVITY. IN ABOUT 15 MINS, I EMERGED FROM THE OTHER SIDE OF THE TSTM. I SPOKE TO THE WASHINGTON CTLR ABOUT MY DIFFICULTIES WITH THE ATTITUDE AND ALT DUE TO THE SEVERE WX AND WENT ON MY WAY. THAT EVENING, I CALLED ZDC TO TALK WITH THE SUPVR. HE SEEMED VERY DEFENSIVE AND STATED THAT THE CTLR WAS A SKILLED PERSON AND I SHOULD HAVE DECLARED AN EMER IN THE SETTING. TO ME, THERE SEEMED TO BE A LOT OF DISORGANIZATION. THE CTLR SHOULD HAVE BEEN CALLING FOR ASSISTANCE DURING THE EVENT AND BROKEN DOWN HER WORKLOAD WITH SEVERAL OTHER CTLRS SO AS TO ASSIST IN SEPARATION AND WITH THE EMERGENT SIT.

Synopsis :

A BE35 PLT COMPLAINS WHILE HE WAS FLYING IN TSTMS AND ICING HE DEVIATED FROM HIS ALT DUE TO TURB AND HIS HDG IN AN ATTEMPT TO AVOID MORE TSTMS. HE FEELS THAT THE CTLRS WERE INSENSITIVE TO HIS ACFT'S LIMITATIONS.

Time

Date : 199904

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 12000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Component / 1

Aircraft Component : Aerofoil Ice System

Aircraft Reference : X

Problem : Not Installed

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 500

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 100

ASRS Report : 433561

Person / 2

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Controller : Issued New Clearance

Resolutory Action.Controller : Provided Flight Assist

Resolutory Action.Other : Requested Lower Altitude

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ALTHOUGH ICING WAS FORECAST WE LAUNCHED IN A NON ICING EQUIPPED C182. THIS IS A CLASSIC CASE OF GET HOME ITIS. AS EXPECTED WE HIT SOME ICING AND ATC HAD TO GIVE US LOWER AND LOWER ALTS UNTIL WE GOT DOWN TO 5000 FT. AT 5000 FT THE ICE FELL OFF AND WE WERE IN THE CLR THE REST OF THE WAY.

Synopsis :

PLT OF A C182 REQUESTED A LOWER ALT DURING A XCOUNTRY FLT DUE TO ENCOUNTERING ICING CONDITIONS. THE ACFT WAS NOT EQUIPPED WITH DEICING EQUIP.

Time

Date : 199904

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : WY

Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC

Make Model : Baron 55/Cochise

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 400

ASRS Report : 434329

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

APR/XA/99, BARON ACFT DEPARTED BIS ENRTE TO HII WITH A PROPOSED FUEL STOP AT CPR. AFTER GETTING A WX BRIEFING AT BIS, WE WERE TOLD IT WAS A PERFECT VFR DAY. MUCH TO OUR SURPRISE, THE WX IN WESTERN SOUTH DAKOTA AND NORTHEASTERN WYOMING WAS NOT AS PREDICTED. I CALLED FLT WATCH AND WAS TOLD THIS HAD JUST DEVELOPED. IT STARTED SNOWING, THE CLOUDS WERE SCATTERED AND BROKEN AT 6000 FT, 12000 FT, AND 17000 FT. WE WERE ON VFR FLT FOLLOWING AT THIS TIME WITH ZDV. REALIZING THAT WE DID NOT WANT TO GET INTO THE SNOW AND ICE, I NOTIFIED DENVER WE WERE GOING TO GO HIGHER. AT ABOUT 17000 FT WE WERE NOT TOPPING ALL THE CLOUDS, SO I ADVISED DENVER THAT I WAS A VFR PLT ONLY AND COULD I GO TO FL185, AS THAT WOULD PROBABLY TOP THE CLOUDS. DENVER AUTH ME TO ENTER CLASS A AIRSPACE. AT ALL TIMES WE REMAINED VFR. AT ABOUT THIS TIME, ANOTHER BARON CAME ON AND RPTD THE TOPS AT FL220. THE CTLR ASKED ME IF I HEARD THE RPT AND ASKED IF I WANTED TO GO TO FL220 AND GO DIRECT TO GRAND JUNCTION. I WELCOMED THE OFFER. AT ALL TIMES WE COULD SEE THE GND THROUGH THE BROKEN AND SCATTERED CLOUDS. AT ABOUT FL199 I ADVISED CTR THE AIRPLANE WOULD NOT CLB ANYMORE AND ASKED FOR LOWER. DENVER AT THIS TIME CHANGED CTLRS AND AUTH ME TO DSND TO 14000 FT. THINGS WERE GOOD AT 14000 FT UNTIL I WAS ABOUT TO GO IMC. I NOTIFIED THIS NEW CTLR THAT I NEEDED LOWER. THIS CTLR TOLD ME TO STAY AT 14000 FT AS HE HAD TFC DEPARTING FROM CPR. ONCE AGAIN I INFORMED THIS CTLR THAT I WAS NOT IFR RATED AND ABOUT TO GO INTO IMC. I TOLD HIM I WOULD BE TURNING 180 DEGS. HE THEN ADVISED ME TO STAY VFR AND DO WHAT IT TOOK TO STAY THAT WAY. UPON LNDG AT CPR, I WAS TOLD TO CALL ZDV, WHICH I DID. THE SUPVR WAS GOING TO LOOK INTO THE EVENT AND SAID TO HAVE A NICE DAY.

Synopsis :

BE55 PLT RECEIVED CLRNCR TO CLB INTO CLASS A AIRSPACE ON VFR FLT.

ACN: 434401

Time

Date : 199904

Day : Mon

Local Time Of Day : 0601 To 1200

Place

State Reference : PA

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 125

ASRS Report : 434401

Events

Anomaly.Conflict : Ground Less Severe

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed As Precaution

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

DEPARTED SHENENDOAH VALLEY REGIONAL (SHD) XA00, VFR, ENRTE BATAVIA, NY (QVC) ELEVATION 1201 FT, CLOUD BASE 5000 FT. VISIBILITY 10+ MI. BEGAN BELOW CLOUD BASE TO N. ARRIVED CUMBERLAND REGIONAL. AWOS RPTING 3300 FT SCATTERED 4000 FT OVCST. TOPS OF TERRAIN NOT OBSCURED, 10 MI VISIBILITY. PROCEED N OF BEDFORD. AWOS NOT RPTING TURB ENCOUNTERED JUST BEFORE ATTEMPT TO CALL ALTOONA FSS. INADVERTENT IFR. TRIED TO CLB FROM 3400 FT TO HIGHER, BUT ENCOUNTERED ICING. TRIED LOWER. BEGAN L TURN. TURB MADE ALT HOLD IMPOSSIBLE. APPROX 90 DEG TURN TO L, STRUCK TOP OF TREE ON RIDGE LINE. APPROX ALT 3100 FT. CONTINUED TURN TO S UNTIL VFR AGAIN. LANDED BEDFORD WITHOUT INCIDENT. ACFT LEADING EDGES DAMAGED. R REAR ELEVATOR AND STABILIZER DAMAGED. NO CHANGE TO FLT CHARACTERISTICS. CAUSE: TOO CLOSE TO CLOUD BASE BECAUSE OF ATTN ON COCKPIT (RADIOS) AND LOSS OF VISUAL REF.

Synopsis :

GA PLT STRUCK TREE DURING INCLEMENT WX.

Time

Date : 199904

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : NY

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Make Model : Cessna 310/T310c

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 200

ASRS Report : 434885

Person / 2

Function.Controller : Approach

Person / 3

Function.Oversight : Supervisor

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : radar

Independent Detector.Other.ControllerA : 2

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

HAD FILED TO CRUISE AT 6000 FT DUE TO RPTD ICING CONDITIONS AT HIGHER ALTS. NEAR DPK MOSTLY CLR ICE STARTED TO BUILD ON MY ACFT. REQUESTED A DSCNT TO 4000 FT TO GET INTO WARMER AIR. ATC DIDN'T ACCOMMODATE ME AT THAT TIME. AS ICE CONTINUED TO BUILD, A SECOND REQUEST WAS MADE A COUPLE OF MINS LATER. I THOUGHT I HEARD A CLRNC FOR ME TO DSND TO 4000 FT. NEARING 5000 FT, ATC QUESTIONED MY DSCNT AND ASKED ME TO LEVEL AT 5000 FT AND TURN L TO 180 DEGS DUE TO ANOTHER ACFT IN THE VICINITY (THOUGH NO CONFLICT DEVELOPED). IT WAS NOT UNTIL I HAD A TELEPHONE CONVERSATION WITH THE ATC SUPVR, AFTER LNDG, THAT IT BECAME CLR THAT AN ALTDEV HAD OCCURRED. BECOMING CONCERNED ABOUT ICE BUILDING ON MY ACFT, THIS APPEARS TO BE A CASE OF 'WISHFUL HEARING' ON MY PART BY LOOKING FOR A QUICK CLRNC TO DSND INTO WARMER AIR.

Synopsis :

C310 PLT DEPARTED ASSIGNED ALT.

Time

Date : 199904

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SLC.Airport

State Reference : UT

Altitude.MSL.Single Value : 20000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC

Make Model : Amateur (Home) Built

Component / 1

Aircraft Component : Reciprocating Engine Assembly

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2800

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 340

ASRS Report : 435023

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed In Emergency Condition

Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS FLY EBOUND ON V6 AT 11000 FT. I WAS CONCERNED ABOUT ICING AHEAD FORECAST FROM 8000 FT TO FL180 FT. I ASKED CTR IF ANY ICING WAS RPTED AHEAD. AFTER A LITTLE DISCUSSION, I WAS INFORMED THAT FL200 WAS FREE OF ICE. I ELECTED TO CLB TO FL200, AND MADE A NUMBER OF MINOR ERRORS ALONG THE WAY. 1) I HAD CONFIGURED MY OXYGEN SYS WITH NASUL CANULA GOOD ONLY TO FL180. 2) WHEN I REACHED FL200, I FORGOT TO RESET MY ALTIMETER TO 29.92. 3) THE CLB WAS VERY SLOPPY. I WAS BUSY WITH MY OXYGEN AND WANDERED SLIGHTLY OF COURSE. SLOW CLBED, LEVELED OUT, AND MAYBE SLIGHTLY DSNDED AT SOME POINTS. I MADE IT TO FL200 AND TO MY KNOWLEDGE ATC DID NOT COMPLAIN ABOUT ANY OF THIS. I AM PRETTY SURE MOST OF THE ERRORS WERE MINOR. THE FLT ENDED WITH AN EMER LNDG WITH NO DAMAGE, AS A RESULT OF A BLOCKED ENG BREATHER LINE, WHICH BLEW OUT THE FRONT CRANK SEAL.

Synopsis :

RV4 PLT MADE ERRATIC CLB TO FL200.

Time

Date : 199904

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LEX.Airport

State Reference : KY

Altitude.MSL.Bound Lower : 36000

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Controlling Facilities.TRACON : LEX.TRACON

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Component / 1

Aircraft Component : Airspeed Indicator

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 24000

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 400

ASRS Report : 435279

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Weather

Narrative :

PROB AROSE ON A NIGHT IFR 6000 FT CRUISE VMC/MARGINAL 50 MI FLT WHILE WORKING ZID ON FREQ 124.22 WHEREIN WE EXPERIENCED UNEXPECTED LIGHT TO MODERATE SNOW/RAIN IMC CONDITIONS ACCOMPANIED WITH VERY HVY STATIC ON THE FREQ. DISTR TO TROUBLESHOOTING THE STATIC CAUSES, DELAYED SEVERAL MINS IN TURNING ON PITOT HEAT. OUTSIDE AIR TEMP WAS +5 DEGS, SO ASKED FOR 4000 FT SEEKING WARMER OUTSIDE AIR TEMP. AIRSPD INDICATION FAILED INDICATING ICE/UP, VSI STUCK ON ZERO DURING DSCNT TO 4000 FT AND ALTIMETER INDICATION (RATE OF NEEDLE MOVEMENT DURING DSCNT) WAS ERRATIC. PULLED ON ALTERNATE AIR, BUT THERE SEEMED TO BE A BLOCKAGE IN THE PUSH/PULL SWITCH WHEREIN THE SWITCH COULD BE PULLED OUT (ON) BUT PUSHED ONLY PARTIALLY IN TO THE OFF POS. IT HAD APPARENTLY BEEN IN A 1/2 WAY POS AND THE PITOT HEAD HAD FROZEN UP. OUR CRUISE FLT WAS ON AUTOPLT (S-TEC 30) ALT HOLD AND ON ARR AT 4000 FT FROM DSCNT OUT OF 6000 FT THE AUTOPLT ALT HOLD FAILED TO ENGAGE, RESULTING IN CONTINUING DRIFTDOWN TO 3600 FT, AND CTR CTLR CALLED FOR ALT RPT AND WE CONFIRMED. I DECLARED OUR PITOT STATIC PROBS AND WE COMPARED MODE C READOUTS TO ESTABLISH THE AIRPLANE BACK TO 4000 FT. ZID ADVISED HE WOULD LET DEST APCH CTL KNOW OF OUR PROB, CHANGED US OVER 40 MI OUT. WE CONTINUED TO DEST IN VMC FOR A VISUAL APCH. AIRSPD WAS STUCK ON 170 KTS FOR LNDG. AFTER DEPLANING, I TELEPHONED LEX TWR TO ASK CTLR IF THERE WAS ANY CONFLICT WITH TFC, APCH CTL, OR CTR. HE ADVISED 'NO PROB.' WE OBTAINED MAINT FOR THE NEXT FLT.

Synopsis :

PLT OF A C182 FLEW INTO ICING CONDITIONS DURING SHORT IFR FLT CAUSING LOSS OF AIR AND VERT SPD INDICATORS DUE TO THE PITOT TUBE ICING OVER. PLT DECLARED PROB TO ARTCC CTLR AND WAS ASSISTED OUT OF ICING AND TO A SUCCESSFUL LNDG.

Time

Date : 199904

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : NV

Altitude.MSL.Bound Lower : 14000

Altitude.MSL.Bound Upper : 16000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 100

ASRS Report : 435333

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

STARTED OUR DSCNT AND BRIEFING, WHEN WE ENCOUNTERED MODERATE TURB AND TRACE OF ICE. WE HAD 6 PAX PLUS A SMALL (6 MONTH OLD) INFANT. PF TURNED TO PNF AND ASKED TO CHK AND BRIEF PAX FOR TURB. AT SAME TIME ATC CLRED TO CROSS FUZZY AT WHICH PNF HEARD AND READ BACK AT 14000 FT. CAPT PF VERIFIED 14000 FT WAS SET IN ALERTER. DSCNT WAS NORMAL TO FUZZY. LEVELOFF AT 14000 FT. ATC STATED WE WERE CLRED TO 16000 FT. BOTH PLTS REMEMBER READBACK AS 14000 FT TO ATC, 14000 FT SET IN ALERTER, BUT TURB, ICE, SMALL INFANT WERE DISTR. WE STILL THINK CTLR STATED 14000 FT IN CLRNC, BUT DID NOT WANT TO QUERY WHILE INFLT. ON PREVIOUS OCCASIONS, WE ARE GIVEN DIFFERENT ALTS AT FUZZY SO THERE WAS NOTHING STRANGE ABOUT THE 14000 FT WE HEARD.

Synopsis :

CPR FLC OF AN LTT OVERSHOT ASSIGNED ALT ON AN ARR STAR FIX DUE TO A MISUNDERSTANDING OF THE ALT AND DISTR BY TURB.

Time

Date : 199904

Day : Thu

Local Time Of Day : 0601 To 1200

Place

State Reference : CA

Altitude.MSL.Single Value : 13500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC

Controlling Facilities.ARTCC : ZLA.ARTCC

Make Model : PA-24 Commanche

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3380

Experience.Flight Time.Last 90 Days : 9

ASRS Report : 435762

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

PLANNED FLT FROM CHINO, CA, TO WILLIAMS, AZ, TO CONDUCT A TRAINING EXERCISE FROM WILLIAMS, AZ, ON MAY/XA/99. WX BRIEFING FROM SAN FSS WARNED OF ICING IN CLOUDS ABOVE 6000 FT IN ARIZONA, CEILINGS AND VISIBILITY AT PRESCOTT GOOD (VFR UNDER OVCST). DUE TO DESIRE TO AVOID ICING, DECIDED TO PROCEED VFR USING AREA APCH CTL AND CTR FLT FOLLOWING. PLANNED TO REQUEST IFR CLRNK INFLT IF VFR BECAME IMPOSSIBLE. MAINTAINED VFR TO BEYOND COLORADO RIVER, BUT WAS FORCED S OF INTENDED COURSE DUE TO CLOUDS. IMPOSSIBLE VFR AT 7500 FT, SO TRIED 9500 FT, 11500 FT, AND FINALLY 13500 FT. AT 13500 FT WITH FLT FOLLOWING BY LOS ANGELES ARTCC, BECAME OBVIOUS THAT 13500 FT WOULD NOT BE SUFFICIENT. ZLA DIRECTED PLT TO CONTACT ZAB. PLT DID AND IMMEDIATELY REQUESTED IFR CLRNK AT 13000 FT DIRECT TO PRESCOTT DUE TO LIKELY IMC AHEAD. ZAB ASKED PLT TO CONTACT ANOTHER FREQ AT ZAB. PLT TRIED TO DUPLICATE PRIOR IFR REQUEST BUT HAD DIFFICULTY COMMUNICATING WITH SECOND ZAB FREQ. PLT INITIATED RETURN TO PREVIOUS (FIRST) ZAB FREQ BUT FLT HAD ALREADY BECOME IMC AT 13500 FT. FIRST ZAB CTLR SAID HE HAD GIVEN PLT WRONG SECOND FREQ AND THAT FLT HAD PENETRATED AN ACTIVE MOA, RECOMMEND REVERSE COURSE FOR 8 MI TO EXIT, WHICH PLT DID. ZAB DIRECTED FLT BACK INTO ZLA'S CTL BUT SAID HE HAD BEEN DELAYED DUE TO ZLA NOT ANSWERING PHONE. BACK ON ZLA, ZLA DIRECTED FLT N TO INTERCEPT V12 AND FINALLY GAVE IFR CLRNK TO PRESCOTT AT 11000 FT. ZLA RPTED A B737 PIREP OF MODERATE TO SEVERE RIME ICING AT 6000-10000 FT VICINITY OF NEEDLES. FLT PROCEEDED TO PRESCOTT AT 11000 FT WITH LIGHT TO OCCASIONAL MODERATE RIME ICING WITH NO FURTHER INCIDENT. QUESTION: WAS ATC DELAY IN IFR CLRNK DUE TO FLT BEING IN UNCTLED AIRSPACE? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE WAS FLYING A PIPER PA24-400 AND WAS AMAZED THAT IT TOOK SO LONG TO OBTAIN AN IFR CLRNK SINCE HIS ACFT WAS ICING UP AND HE HAD NO ANTI-ICING EQUIP EXCEPT FOR PITOT TUBE HEAT. SINCE HE WAS IN UNCTLED AIRSPACE, ATC HAD TO GET HIM IN TO CTLED AIRSPACE BEFORE ISSUING A CLRNK. HE FURTHER STATED THAT HE LEARNED A GOOD LESSON IN NOT EXPECTING TO BE ABLE TO PICK UP AN IFR CLRNK QUICKLY SINCE IT IS DUE TO MANY FACTORS.

Synopsis :

PLT OF A PIPER COMMANCHE PA24-400 ON A VFR FLT FOLLOWING FLT FLEW INTO IMC, PICKED UP ICE ON THE ACFT, AND WAS GIVEN A FLT ASSIST OUT OF UNCTLED AIRSPACE WHERE AN IFR CLRNK COULD BE ISSUED TO HIM. THE RPTR WAS ALSO IN AN MOA, WHICH WAS 'HOT' WHERE HE COULD FLY UNDER VFR, BUT NOT UNDER IFR.

Time

Date : 199904

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : NM

Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC

Make Model : Small Transport, Low Wing, 2 Recip Eng

Component / 1

Aircraft Component : Reciprocating Engine Assembly

Aircraft Reference : X

Problem : Failed

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Type : 1500

ASRS Report : 435768

Person / 2

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : Weather

Narrative :

ON IFR FLT PLAN TO DCA AT CRUISE, R ENG QUIT. PERFORMED SINGLE ENG PROCS, RPTED TO ATC, REQUESTED NEAREST ARPT, STABILIZED ACFT, AND RESTARTED ENG. BOTH ENGS RUNNING ROUGH FOR PERIODS. REQUESTED RETURN TO ABQ. PROBABLE CAUSE WAS AIR FILTER ICING AND FAILURE TO USE ALTERNATE AIR SOURCE. AUTOMATIC INDUCTION BYPASS SYS BEING CHKED. ACFT FLT MANUAL BEING REVIEWED FOR ICING PROCS.

Synopsis :

PLT OF AN SMT RECIPROCATING TWIN EXPERIENCED R ENG FAILURE DURING HIGH ALT CRUISE AND REQUESTED THE NEAREST ARPT FOR AN EMER LNDG. THE ENG WAS SUBSEQUENTLY RESTARTED AND THE RPTR RETURNED TO HIS ORIGIN ARPT FOR LNDG DUE TO BOTH ENGS RUNNING ROUGH.

Time

Date : 199905

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 6500

Altitude.MSL.Bound Upper : 8000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 198

Experience.Flight Time.Last 90 Days : 24

Experience.Flight Time.Type : 38

ASRS Report : 435803

Person / 2

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THE FORECAST AT ACV AFTER XA00 WAS VISIBILITY 6 MI, LIGHT RAIN, 1200 FT BROKEN, 2500 FT OVCST. FREEZING LEVEL WAS FORECAST TO BE BTWN 5000 FT AND 9000 FT. MY ORIGINAL PLAN WAS TO GET TO ACV AND DSND THROUGH A CLOUD LAYER THAT I THOUGHT WAS BELOW THE FREEZING LEVEL. ENRTE FROM STS TO ACV IN CRUISE AT 8000 FT I WAS CALCULATING IF WE HAD ENOUGH FUEL TO MAKE OUR DEST. IT APPEARED THAT I WOULD NOT MAKE ACV WITH THE REQUIRED RESERVES AND I WAS LOOKING AT MY OPTIONS. AT THE TIMES WHEN I LOOKED OUT THE WINDOW, I THOUGHT I COULD SEE ABOUT 50 MI AHEAD BTWN THE LAYERS. WHILE FOCUSED ON THE INSTS AND MY CHARTS, I HAD ENTERED A CLOUD AND SAW THE WATER START TO CONDENSE AND FREEZE. I NOTIFIED ATC I WAS TURNING AROUND AND RETURNING TO STS. THE CTLR CLRED ME TO DSND AND MAINTAIN 6000 FT. I HAD PANICKED AND WAS NO LONGER THINKING CLRLY. I HAD MADE A TURN BUT NOT TO A SPECIFIC HEADING. IT OCCURRED TO ME THAT I DID NOT KNOW WHERE I WAS, SO ASKED ATC IF I WAS HEADED BACK. I WAS HEADED OUT TO SEA. THEY GAVE ME A VECTOR BACK. I DID EXIT THE CLOUD AND WAS ONCE AGAIN BTWN LAYERS. THERE SEEMED TO BE A THIN LAYER OF ICE EVERYWHERE. ATC REQUESTED ME TO DSND TO 6000 FT OR CLB TO 7000 FT. I REFUSED AND STATED THAT I WOULD DECLARE AN EMER TO STAY WHERE I WAS. I NAVED BACK TO STS. I WAS CLRED FOR THE ILS. I WAS GIVEN MY OWN NAV REQUIRING A PROC TURN. I DID NOT WANT TO TRAVERSE A CLOUD TWICE, BUT I HAD NOT COMMUNICATED THIS TO ATC. I WAS ABOUT TO INSIST ON A RADAR VECTOR TO FINAL SO I WOULD ONLY HAVE TO GO THROUGH THE CLOUDS ONCE. WHEN I PASSED OVER THE VOR, I NOTIFIED ATC THAT I HAD STS IN SIGHT AND WAS GOING TO SPIRAL DOWN. ATC APPROVED THE VISUAL APCH. ALL THE ICE WAS MELTED BY 5500 FT IN THE SPIRAL, I ENTERED THE DOWNWIND FOR RWY 32 AND LANDED. I WAS GIVEN A PHONE NUMBER AND INFORMED TO CONTACT THE ZOA SUPVR. IT WAS NOTED THAT I HAD NOT TOLD ATC ABOUT THE ICE AND THEY DID NOT UNDERSTAND WHY I DIDN'T WANT TO CLB AND DSND OR WHY I DECLARED AN EMER TO STAY AT A VFR ALT. THE SUPVR INFORMED ME THAT HIS CTLRS WERE CONFUSED ABOUT HOW TO HANDLE ME. SUMMARY: I NEED TO BE MORE CONSERVATIVE IN MY FLT PLANNING. THE CTLR DIDN'T KNOW ABOUT THE ICING SIT. DSNDING MADE EVERYTHING A LOT WORSE. I NEED TO COMMUNICATE BETTER SO THEY COULD UNDERSTAND MY SIT.

Synopsis :

LOW TIME INST RATED PVT PLT ENCOUNTERS ICING ON IFR FLT PLAN. BECAME CONFUSED, DECLARED EMER. WITH ASSISTANCE OF ARTCC DIVERTED TO ANOTHER ARPT.

ACN: 436557

Time

Date : 199905

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC

Controlling Facilities.ARTCC : ZOA.ARTCC

Controlling Facilities.TRACON : BFL.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 2000

ASRS Report : 436557

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

DEPARTING FROM MODESTO, CA, (MOD) I FILED FOR V23 TO SAN DIEGO MONTGOMERY (MYF). BASED ON THE WX BRIEFINGS AND TERRAIN FEATURES ON THE SECTIONAL, I FIGURED THIS HAD THE LOWEST MEA'S FOR ICE AVOIDANCE, KEEP ME IN THE MILDEST WX AND CONNECT WITH AREAS OF VFR PIREPS. WHEN TAXIING OUT MY CLRNK WAS GIVEN AS V107 FROM PANOCHE (PXN) TO AVENAL (AVE) WHICH RUNS ALONG A MOUNTAIN RIDGE. I CHKED MEA'S ON THE RTE AT 7000 FT WHICH WAS LESS THAN THE FORECAST 8000-11000 FT FREEZING LEVEL AND FIGURED THE RTE COULD WORK. I STAYED AT 7000 FT UNTIL I WAS CLR OF CLOUDS WITH A TEMP OF +1 DEG C. I WENT UP TO 9000 FT AND THEN 11000 FT TO STAY CLR OF THE CLOUDS. APCHING AVENAL (AVE) WITH TEMPS AT -1 DEG C AT 11000 FT, I WAS UNSURE THAT I COULD STAY CLR OF CLOUDS. I WAS GOING TO ASK FOR DIRECT SHAFTER (EHF) WHICH COULD HAVE KEPT ME CLR OF CLOUDS, BUT I HAD TO SWITCH FROM ZOA TO ZLA. BY THE TIME I MADE CONTACT I WAS IN THE CLOUDS VERY NEAR AVENAL AND ABOUT TO MAKE MY CLRNK REQUIRED TURN TO SHAFTER. THIS IS WHEN I PICKED UP A TRACE OF ICE (ABOUT 1 MM OF RIME LESS THAN 1/8 INCH). I ASKED FOR LOWER AND WAS GIVEN 9000 FT. I BROKE OUT OF THE CLOUDS BUT THE ICE STAYED ON. I ASKED FOR LOWER AND WAS SWITCHED TO BAKERSFIELD APCH WHO GAVE ME 5000 FT WHICH FINALLY MELTED THE ICE. THE ICE COULD HAVE BEEN AVOIDED IF I HAD BEEN GIVEN THE V23 RTE THAT I HAD PLANNED. GETTING AMENDED CLRNCS THAT ARE SUBSTANTIALLY DIFFERENT FROM PLANNED ROUTES MAKES IT HARD TO FOLLOW A WX AVOIDANCE PLAN. ALSO IF THE WX BRIEFERS HAD THE PREFERRED ROUTINGS, I COULD HAVE FIGURED OUT AND FILED FOR A WX AVOIDANCE RTE THAT I WOULD HAVE BEEN GIVEN A CLRNK FOR. THIS WOULD BE ESPECIALLY HELPFUL IN UNFAMILIAR AREAS.

Synopsis :

GA PLT OF SMA ENCOUNTERS RIME ICING.

ACN: 438731

Time

Date : 199906

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 5600

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Learjet 35

Component / 1

Aircraft Component : Altitude Alert

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 438731

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Original Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

BEFORE TAXIING TO THE TKOF RWY, WE PICKED UP OUR IFR CLRNC. THE INITIAL ALT WE RECEIVED WAS 13000 FT. THE COPLT WAS THE PF FOR OUR TRIP FROM BUR TO LAS. I WAS IN THE R SEAT AND HANDLING THE RADIO COMS. PART OF OUR TKOF CLRNC WAS AN INSTRUCTION TO CLB AND MAINTAIN 5000 FT (INSTEAD OF THE 13000 FT WHICH WE HAD BRIEFED IN OUR BEFORE TKOF CREW BRIEFING.) I SET 5000 FT IN THE ALT ALERTER AND POINTED OUT THE REVISED INITIAL ALT TO THE PF. AFTER TKOF, WE PERFORMED A NOISE ABATEMENT DEP. AT 4000 FT THE ALT ALERTER CHIMED THE '1000 FT TO GO' WARNING. I POINTED OUT THE ALT TO THE PF, BUT DIDN'T MONITOR HER ACTIONS TO SEE IF SHE INITIATED THE LEVELOFF. NEITHER OF US REALIZED THAT WE HAD PASSED THROUGH OUR ASSIGNED ALT UNTIL WE WERE AT 5400 FT. CORRECTIVE ACTION WAS TAKEN AND THE TREND REVERSED. I CONTACTED ATC (SOCAL APCH) AND INFORMED THEM OF THE TRANSGRESSION AND ASKED IF WE COULD CONTINUE TO CLB. THEY RESPONDED IN THE NEGATIVE. BY THIS TIME WE WERE ONCE AGAIN AT 5000 FT. I INFORMED ATC THAT WE WERE AT 5000 FT MSL. THE REST OF THE FLT WAS UNEVENTFUL. THE TRANSGRESSION HAPPENED PARTLY BECAUSE OF THE HIGH WORKLOAD ON THE CREW CAUSED BY THE CONDITIONS (RAIN, ICING CONDITIONS, TURB) AND PRESENCE OF LOW LEVEL TSTMS WHICH WE WERE INTENT ON AVOIDING. PLUS THE NEED TO DO A NOISE ABATEMENT DEP, AND PARTLY BECAUSE I HADN'T CONFIRMED THAT THE PF FULLY UNDERSTOOD THE REVISED INITIAL ALT GIVEN JUST PRIOR TO TAKING OFF, SHE HADN'T, AND WAS CHEERFULLY HDG FOR 13000 FT MSL AND HAD MISSED MY '1000 FT TO GO' CALL AT 4000 FT. I SHOULD HAVE MONITORED HER ACTIONS MORE CLOSELY AND CHKED TO SEE THAT SHE WAS LEVELING OFF.

Synopsis :

AN LR35 CHARTER FLT OVERSHOOTS ITS AMENDED ALT IN CLBOUT OF BUR, CA.

Time

Date : 199905

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EGGX.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 13000

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Cessna 180 Skywagon

Aircraft / 2

Controlling Facilities.ARTCC : EGGX.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1800

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 35

ASRS Report : 439088

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Flight Crew : Exited Adverse Environment

Resolutory Action.Flight Crew : Took Precautionary Avoidance Action

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ICE BEGAN TO ACCUMULATE ON A NON-ICE EQUIPPED C180. EXERCISED EMER AUTH TO CLB OUT OF ADVERSE CONDITIONS FROM ASSIGNED 10000 FT TO 13000 FT. INFORMED SHANWICK RADIO MINS LATER VIA A RELAY THROUGH AN ACR FLT.

Synopsis :

SINGLE ENG C180 OVER NORTH ATLANTIC USES EMER AUTH TO TIMELY CHANGE ALT AFTER ICE ENCOUNTER.

ACN: 439292

Time

Date : 199906

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : OR

Altitude.MSL.Bound Lower : 4600

Altitude.MSL.Bound Upper : 6300

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Instructor : Instructor

Experience.Flight Time.Total : 415

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 250

ASRS Report : 439292

Person / 2

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Resolatory Action.Flight Crew : Exited Adverse Environment

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS UNABLE TO MAINTAIN MEA BECAUSE OF REACCUMULATION ON THE WINGS. THE BRIEFING SHOWED THAT I WOULD BE JUST UNDER THE FREEZING LEVEL, BUT WHEN I GOT TO 5000 FT A LITTLE PAST OLM VOR ON V187, FROST BEGAN TO ACCUMULATE ON THE STRUT OF THE ACFT. I DID NOT FEEL IT WAS A CRITICAL SIT (MY IFR EXPERIENCE WAS ONLY 7 HRS AT THE TIME) BUT MORE ICE ACCUMULATED AND THEN I WAS INFORMED OF A 1 HR HOLDING DELAY TO MY DEST AFTER ABOUT 30 MINS. THE TOPS WERE RPTED AT 6300 FT SO I ASKED FOR 7000 FT BUT I WAS ONLY ABLE TO CLB TO 6300 FT, BUT DID NOT BREAK OUT. THE CLB EXPOSED THE BOTTOM OF THE WING AND QUITE A BIT OF ICE ACCUMULATED. MY ACFT SLOWLY DSNDDED TO 4600 FT (5000 FT MEA) DESPITE ALL EFFORTS. AN OPENING WAS FOUND IN THE BROKEN CLOUDS. I CANCELED IFR AND DSNDDED VFR. ICE MELTED QUICKLY AND THE FLT WAS COMPLETED VFR. I SHOULD HAVE REQUESTED HIGHER AT THE FIRST TRACE OF ICE TO GET ON TOP.

Synopsis :

INSTRUCTOR ON INST TRAINING FLT ENCOUNTERED ICE AND WAS UNABLE TO MAINTAIN MEA. LEFT ICING AREA AND CANCELED IFR CLRNC.

ACN: 444420

Time

Date : 199907

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MKC.Airport

State Reference : MO

Altitude.MSL.Single Value : 40800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : Citation

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3400

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 100

ASRS Report : 444420

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

HEARD BANG AFT CABIN APPROX 200 FT PRIOR TO LEVELING AT FL410. OBSERVED CABIN ALT CLBING RAPIDLY. CALLED FOR AND CONDUCTED EMER DSCNT. ONLY DECLARED EMER BECAUSE ARTCC WOULD NOT AUTH IMMEDIATE LOWER ALT. LEVELED AT 15000 FT, CONDUCTED CTL CHKS AND CREW MEMBER CHKS. LANDED UNEVENTFULLY AT ICT. MAINT FOUND SEAL AROUND WATER SPRAY PIPE FAILED. PIPE USED FOR INFLT ICING TESTING -- NON PRODUCTION.

Synopsis :

A C500 CLBING TO FL410 DECLARED AN EMER DUE TO LOSS OF CABIN PRESSURE CAUSED BY AN INFLT TEST WATER SPRAY PROBE SEAL FAILURE.